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MOTOCROSS ACTION MAGAZINE

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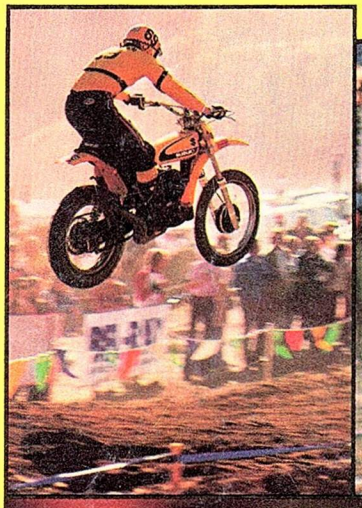
APRIL 1975 $1.00

ROGER DeCOSTER

MOTOCROSS ACTION MAGAZINE RIDER OF THE YEAR



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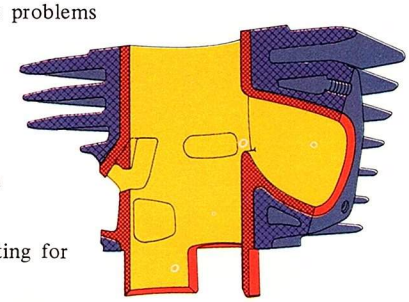

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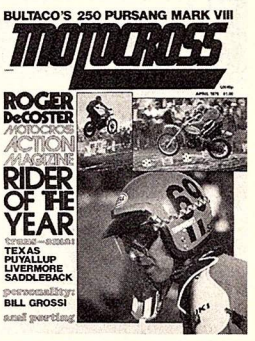

Roger DeCoster is the readers' choice for MXA's first annual ROY award (see page 5). Photo's by Chet, Paul and Dick.

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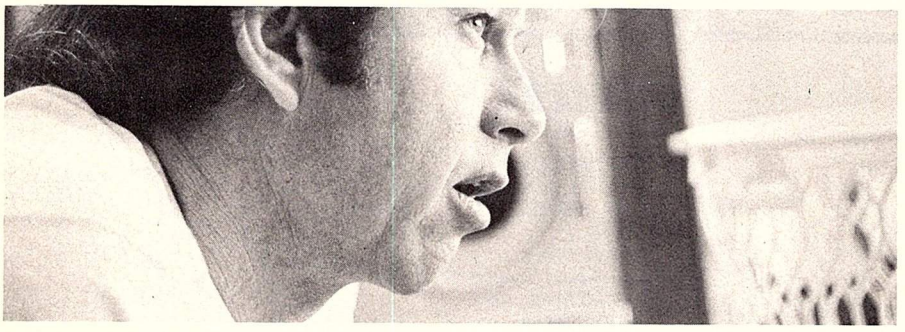
ON THE MAINJET

By DICK MILLER



I have checked back in your later issues to see if you had any columns on the safety riding in the dirt. The reason is because a lot of people cannot get motorcycles because their parents won't allow them because of the accidents of street bikes. I have a hard time explaining that dirt bikes aren't half as dangerous as street bikes. If you would print an article in your magazine (MOTOCROSS ACTION) stating some of the safety in dirt riding and that you can't get hurt half as easy.

I live in Orlando, Florida, and to ride a cycle on the street you need lights, helmet and many others. If you do print this article you will help not just me but many others. I'm sure this will help to convince our parents to get a cycle. If you decide to print our article on this subject please let me know which month even though I get every one.

Thank you.

Jimmy Willis

Dear Jimmy,

Your letter is one of several hundred, if not more, that we receive throughout the year at our magazine stating a similar problem. Maybe I can help you by relating some of my own experiences so that your parents can have another viewpoint.

First of all, I had the same problem as you when I was younger. My mother didn't want me to have a motorcycle for the same reasons. In my case lightweight motorcycles and safety equipment weren't even thought of yet, and the closest thing to it was a Mustang Colt. It was like a minicycle is today. Most of us kids at that time either got a Whizzer (bicycle with small engine) or a Cushman motorscooter, both of which were extremely dangerous on the dirt or street.

When I got a little older, about a year, I bought a 500cc Triumph. I had a learner's permit for the street which you were able to get at a younger age for motorcycles. I didn't tell my mom about the Triumph. I worked and saved up enough money to buy it from a friend's brother. I took it home and surprised her! Needless to say it took many hours to convince her how I needed it and how it would save me money and how she didn't have to haul me around everywhere, etc. Besides, I already owned it!

In less than a month I had radical cams, a milled head and special crossover pipe, and I was in the dirt. So much for my transportation angle. My mom had relented somewhat by now, but she was still very wary of motorcycles. Her only input regarding motorcycles was the horror stories bandied about by the alarmists around her. It's just like getting a dog. If you are looking for a German shepherd, it's guaranteed that someone will tell you about a friend who had one and how it tore off the face of a baby, etc. The same goes for Dobermans. I have owned Doberman pinschers for 15 years and have heard all about Dobermans from my friends. I don't do anything to discourage their myths because their reputation is sufficient to protect my family and property and I have the plus of owning a neat, but friendly, dog.

Eventually I sold my bike plus another one that I had bought. I was without one for a few years while I was in college. I got married and got the bug for a bike. My wife wasn't too crazy about the idea. Her best friend's husband and I decided to buy new 500 Triumphs from the shop he worked at. Naturally all the talk was about how we would save money and have access to more transportation. Besides, we were getting a "deal" on the bikes. My wife said she really didn't care as long as I didn't race.

It was four weeks before both my friend and I had modified the bikes for the dirt and had ridden our first event, the Hi Mountain Enduro. I took third 500 novice. I was hooked! Two weeks after, I rode my first actual race, and I haven't been able to stop since.

When I started, safety equipment was non-existent. Helmets weren't required but were recommended. Very few guys wore leathers and if they did they were all black, no colors. Goggles were a problem. The Ideal was the only possible good one, and a lot of guys picked up theirs at the Army surplus stores. The same for the boots. Only lace-ups were available and Knapp lineman boots were the hot setup. That was it! Chest protectors, shoulder pads, face guards, shin guards, motocross gloves, etc., were a luxury no one even thought of.

Dangerous, yes, riding a motorcycle can be dangerous. But I think it is no less dangerous now in this era of safety equipment than football, basketball, or any other popular sport. Especially motocross! I cannot think of any

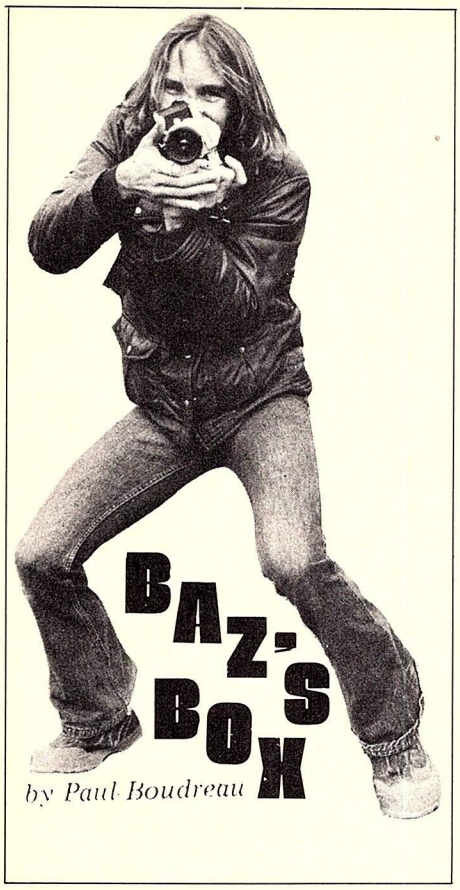
Continued on page 7

MXA'S READER POLL PICKS ROGER DeCOSTER FOR THE

MOTOCROSS ACTION MAGAZINE *roy award

You, the readers of MOTOCROSS ACTION, have voted Roger DeCoster as your choice for the first annual ROY award (Rider of the Year). The presentation will be made to Roger at the Daytona Super Cross race in March, during Daytona Speed Week. Roger was a two-to-one choice over his closest runners-up, in order: Brad Lackey, Jim Pomeroy and Heikki Mikkola. The staff of MOTOCROSS ACTION Magazine would like to thank you for the enthusiastic response to our first award.

*RIDER OF THE YEAR



by Paul Boudreau

ARGH! SOMEBODY STOP ME BEFORE I *DESTROY* MYSELF! I got home from the races today and I was really sore. Riding a little beyond my physical limits again. So I sat in a hot bath getting stoned and now I've got the worst case of the MUNCHIES I ever had in my WHOLE LIFE. I can't control myself. Before I even got out of the tub I had inhaled an entire box of Mallomars. Then, without even HESITATING, I sloshed out to the kitchen and speared a half-dozen Hostess Chocolate Frosted Doughnuts and a quart of milk. I *knew* what I was doing but I couldn't stop. It was like I had a little devil sitting on my shoulder telling me: "Ah gowon an' stuff those doughnuts in yer mouth, ya chump. Just think of all the crap ya burnt up racin' today."

And it's JUNK! If I had a kid, I wouldn't let him eat this garbage. I can even *taste* the sorbitan monostearate in my Koo Koos. It would be much better if I got the munchies for good stuff like alfalfa sprouts or wild hickory nuts instead of a whole Stella D'Oro Fudge Swirl Pound Cake. I think I am experiencing nausea.

Anyway, my hands are orange. They've been that way since last Thursday when I wore my new Rolf Tibblin motocross gloves. Rolf told me about the double leather palms and the reinforced fingers and the three-month guarantee, but he didn't tell me the dye in the gloves will stain your hands bright orange when you sweat. So I have to go around for a couple of days with orange hands.

One thing about having orange hands is that you sure get to meet a lot of people you see every day but never talk to.

It was kinda neat when I walked into the Purple Eclipse Dirt Bike Emporium to score a can of Marvel Mystery Oil for my new Cadillac wheels (Thursday is night skateboarding at Venice High), and Wendi behind the counter said, "I see you've got a new pair of Rolf Tibblin gloves." A badge of opulence, I guess. Orange hands mean you're a high roller. (Of *course* I didn't pay for them, you fools. The apparel cartels lay lots of heavy items on us magazine guys so they'll get free advertising. Ah hah hah haaa. Love it.)

But for the civilian population, those people who populate the little events that make up my regular daily life, who have nothing at all to do with motocross or even motorcycles, for them, explaining orange hands was a major. First the girl in the Winchell's Doughnut Shop (I've got this thing about doughnuts):

"Yer hands are orange."

"Yeah, I know. I sweat in my new gloves and they ran."

"No wonder ya sweat. It's kinda warm to be wearing gloves."

"Well, I wear gloves when I race . . . uh, motorcycles."

"You race motorcycles? Wow. Hey, do you know Tony LaRocca? He rides a motorcycle."

"Uh, could I have a bag for my fritter?"

* * *

Then there was the old guy at the Payless where I stopped off to gas up the Bazmobile: "Yer hands are orange," he said, snatching my credit card.

"Yes, they are. I race motocross and I wore a new pair of gloves today and that's why they're orange."

"Motocross, eh?" Sharp old coot. "That anything like hillclimb?" He wrote down the sale. (ARGH!)

"Well, yeah. We race on a track that has hills. But it's got turns and jumps . . ."

"Oh yeah, like that Evel Knievel feller. I seen him on the television. Is that your sickle there? What kind is that?" He handed me the little plastic tray and a grimy pen.

"That's a CZ."

"See Zee, eh?" He took a long, thoughtful look at the test bike in the back of my truck while I signed the sales slip. Taking the tray and the pen back, he shook his head and chuckled, "Never heard of it. I used to have an Indian, though, way back . . ."

* * *

By the end of the day I was getting a little tired of telling the same story, so I started fooling around. Like with the check-out guy at the supermarket: "Hi there. How are you today? . . . 79, 49, 1.37 . . . your hands are orange . . . 43, 67, 29 five times . . ."

"Yes, it's from smoking giant cigarettes. I smoke one giant cigarette in the morning and then for the rest of the day if I get the urge to smoke, I just lick my fingers. Wanna try one?" I stuck an orange finger under his nose. He gulped and rang up my bag of Laura Scudder's Old Fashion Lemon Turnovers.

The next morning at the office the little Philippino guy came around with the coffee. "Hey, *Con Leche* (he calls me *Con Leche* and I call him *Con Leche*), how come your hands all orange?"

"Well, I was dyeing my canary and . . ."

* * *

But I really freaked out Flash, the girl in circulation. She came up to me really concerned, like she always does, and asked the big question, "Paul, why are your hands orange?"

I contorted my face in horror. "Orange?! ORANGE?!! YES, ORANGE!!! Ahhhh . . ." I fell to my knees, whimpering. "Ohhhhh, they told me this would happen. Tibblin's Syndrome. Yes, they're orange today (sob, whine, sniffle), but next week THEY WON'T

EVEN BE THERE. They'll be STUMPS! STUMPS! (sob, choke) HAVE YOU EVER TRIED TYPING WITH *STUMPS?!!* OHHHHHHHH!! It was the DOUGHNUTS!! The doughnuts. Stumps . . . Oh sob, sob, sob . . ."

Flash put her hand gently on my head. "Paul, why are your hands orange?"

* * *

I didn't realize this whole trip would come in handy 'til that afternoon when I was walking to the Hamburger Hamlet for a Sunflower Sandwich (don't order the avocado dressing. It's just chemicals and green lumps). I saw him coming about a half a block away but he had spotted me long before and had already started his swoop. I don't know why I attract these guys but they can sense my presence a mile away and converge on me like ducks on a piece of popcorn. If I spot them first I can usually avoid an encounter, but this guy was short and wasn't banging on a tambourine or carrying a sign. Before I could escape across the street, he was clawing at my sleeve, boring into me with bloodshot eyes and breathing on me with Doritos Cornchip breath. "Do you know Jesus?" he raged. "Do you REALLY know Jesus? Can you *feel* inside you . . . . "

Before he could continue I flashed my hands in his face and screamed, "No, man, but I've got ORANGE HANDS! LOOK!! AND I'M GOING TO *TOUCH* YOU WITH THEM." Horrified, he fled.

On the way back from the Hamburger Hamlet I treated myself to a doughnut, orange glazed. *

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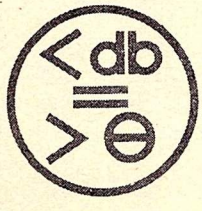

See your motorcycle dealer for this free LESS SOUND = MORE GROUND button.

MAIN JET

Continued from page 4

friend or acquaintance who has been fatally injured riding motocross. I cannot say the same for cars or planes. I have lost people I knew to both of these conveniences.

You and your parents must remember that a motorcycle is an inanimate object. It is not dangerous. A gun is not dangerous. Only the person who uses these is a possible danger. I consider a bicycle potentially more dangerous than a motorcycle. Statistics bear this out. When you mentioned that some requirements were needed for riding in the street in your state, you seemed to look down on this. I know that these items are not necessary for riding in the dirt, but that doens't mean you shouldn't use them if they are available. I deplore the fact that your state *makes* people use these items but I would *recommend* them if they weren't required. I just do not like being protected in spite of myself.

Your parents may wonder where I get off telling them that I think they should let you get a motorcycle, because what do I know? Maybe if I tell them about my son it'll help you.

My son wanted a motorcycle just like you do now. My wife left it up to me. I thought about it awhile and then decided to go with it, mainly because of my remembering how I felt when I wanted one. He saved up his own money and found a used Honda 90 that needed some work. He paid for it. I worked on it. He was seven years old. I, in no way, encouraged his riding a bike. I can't recall his ever getting hurt on it, but I can remember taking him to be sewn up several times for riding his bicycle. He's 14 now. He owns a Suzuki 100 that's as fast as any 125. He, of course, wants a 125. He now gets to ride test bikes. I'll let him get whatever he wants but he'll have to pay for it. I'll help, but it's his thing. I don't have any ideas of his racing. If he wants to, that's up to him. It's up

Continued on page 15

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DIRT

By Holbert Holquist

Unofficial Wheels jersey

Marty Tripes and Can-Am have split company. It seems when Marty first signed with Can-Am back in August of '74, it was stipulated in the contract that Can-Am would not interfere with his Wheels of Man deal. Wheels of Man made these boss jerseys for Marty to wear (see the photo) at the Saddleback Trans-AMA, but Can-Am said he would have to wear the official Can-Am team jersey. Marty said no, so Can-Am said no bike. Since the Wheels of Man jersey looks a lot like the official Can-Am jersey — and the contract said it was OK — we think Can-Am made a big boo-boo. Tripes, on the other hand, is sitting fairly good. No matter what bike he rides, he stands to make at least ten thousand with Wheels plus prize money if he wins. "And I'm going to win them all," says Marty.

Camel cigarettes will sponsor the 1975 500cc World Championship. That means their new prototype camel is going to have forward mounted humps.

* * *

The FIM has ruled that Grand Prix events for 1975 must post at least $160 start money and $1000 prize money spread over 15 places. No wonder they like to race in this country.

* * *

The appeal of the West German Grand Prix has been disallowed. That's the one where Adolf Weil jumped the gate (MXA, Dec. '74, pg. 31) and DeCoster felt a false start should've been declared by the Clerk of the Course. The Clerk, however, is in a world of trouble with the FIM.

* * *

1975 weight limit for 500cc class bikes is 202 pounds.

* * *

So you think it's all rosy working for a magazine, eh? I just walked up to the fourth floor and *all four* vending machines were out of order.

* * *

Effective this season, all promoters of AMA sanctioned motocross events will have to have the purse money in the hands of the AMA referee 24 hours before the event. This will help eliminate situations such as happened with Edison Dye and the St. Louis Trans-AMA.

* * *

Speaking of Edison, Adolf's mechanic, Karl Heinz, supposedly gave him a love tap at St. Louis for not settling a debt with his rider that was long past due. Ahhh . . . the rigors of the motocross circuit.

* * *

I got a call from Jim Boughan, who's involved with the West Texas 10,000 Motocross being

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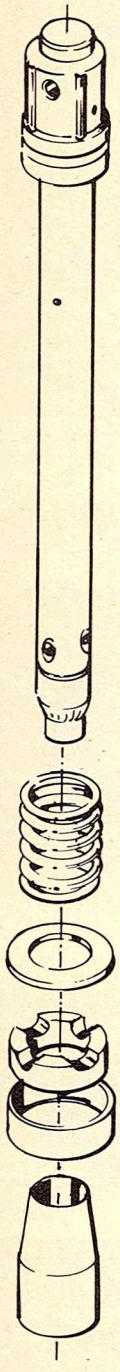
MAKES FORKS PERFORM



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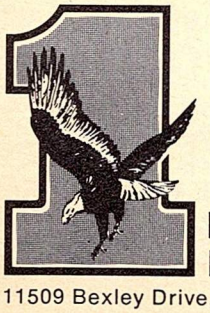

Number One Products

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held on the 29th and 30th of March, at the Midland Westside Optimist Park. He said that they have a guaranteed purse plus contingencies and $2500 in trophies if anyone cares to drop by their neighborhood. Y'all call him at (915) 332-1504.

* * *

Team Honda Racing Coordinator Dennis Blanton went riding with some of the guys down in Mexico and fell off a million times. The ribbing died down after a few weeks, but the next time they got together to go riding, the HONDA logo on the side of the transport truck had been replaced with a giant red cross.

* * *

Jim Connolly says that if you don't get any sex before a race, it'll make you mean and hungry and you'll go faster. Rolf says that sex the night before a race is good because it'll reduce your anxieties and let you concentrate more on racing. Baz says it's great anytime up to five minutes before a race. After that you might have trouble getting your leathers on in time to make the start.

* * *

WOW! Right now, right this very MINUTE, Miller is talking to ROGER DeCOSTER on the phone. Dick just jabbed out this number and ROGER DeCOSTER actually picked up the other end and Miller just says, "Hi Roger. This is Dick." Far out.

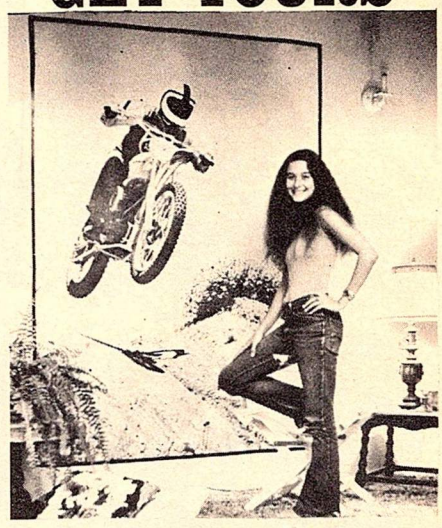
* * *

OREGON BUMPER STICKER: Last year 677 people fell off their bicycles in Oregon . . . and drowned.

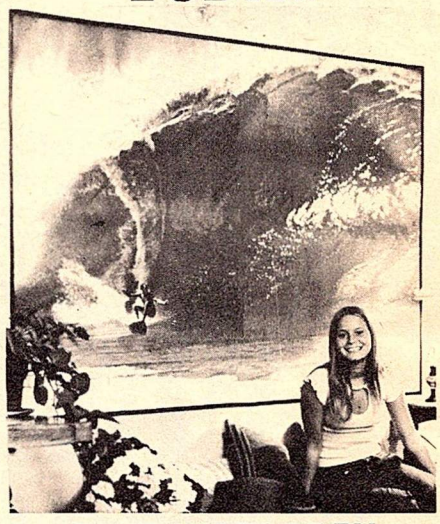
* * *

The AMA said that "staff level research following passage of the 18 or older rule indicated that, in fact, the accident rate among 16- and 17-year-old riders was lower and the frequency and severity of injuries less than among riders 18 and over." So they overturned the old rule. *

GET YOURS



TODAY



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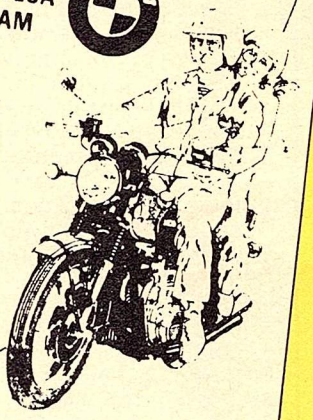

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MAIL ENTRIES

WHAT?

I have noticed with disparaging regularity your lack of Speedway coverage.

Rod Chenell
Collie, W. Australia

KENNY WHO?

I don't want to sound stupid, but who is Kenny Zahrt?

Kent Palmer
Clearfield, Utah

LONG LIVE
THE DIFFERENCE

I have read many tests of various machines by various magazines and they all seem to read differently. Like comments on the ride of the YZ Monocross range from "harsh" to "like flying in smooth skies." How the hell is this possible?

Bob Baker
Hadley, Michigan

I don't know. — ed. I don't know. — asst. ed.

ADULTEROUS CRIME

This turkey friend of mine says that 25-cent car washes don't hurt your bike. I say otherwise.

Randy Brown
Venice, Florida

I would just like to express my feelings on a very unthinkable act: washing a bike at an automatic car wash. I cannot believe that people would actually commit such an adulterous crime. Sure, for five minutes and 25 cents you can have a clean bike. Ha ha, and bullshit, too!!! It takes a serious rider a couple of hours to make sure everything is clean, really clean. Torn down, hand washed and hand waxed. The chain taken off and cleaned . . . the air filter cleaned . . . the cables . . . the spokes . . . clean, everything clean. Clean.

T.M.
Nokomis, Florida

I think if you take reasonable care where you direct the full force of the spray, run the engine to dry it after, and lubricate it properly as you would for a race, you're not going to screw up your bike in a car wash. — ed.

ON THE HONDAS

Some of your comments on the Elsinore 250 are weird. You said the Elsie was lousy through tight turns. When you put Ken Zahrt on it, this is probably true. But for a novice like myself, it's *great.*

Billy Bermshot
Berkeley, California

I'd like to ask questions about my CR125 Honda but you've answered them already.

James (somethingorother)
New York 130

SMOOTH TRACKS

Why are all of the MX tracks across the country so smooth? And from the looks of the pictures in your magazine, the tracks in California are even smoother.

Crash Racing Team
Dodge City, Kansas

Yeah, we know. — asst. ed.

MXA JERSEYS

Your magazine is great, but that is not what I want to ask you. When or where can I get an MXA jersey?

Randy Welch
Big Piney, Missouri

When and if you ever see an ad in MXA for MXA jerseys, you'll know. — ed.

WHAT'S A
POLISH PART?

In response to the note from Andrzej, a Polish Parts Co. T-shirt has been mailed to him. Thanks for an entertaining monthly.

Jim Zmistowski
The Polish Parts Co.
West Palm Beach, Florida

I got one too. It's neat! — ed. I didn't. — asst. ed.

WOMEN'S MOTOCROSS

Having just read your article on the Powder Puff Nationals, I was quite impressed with the ability of these riders. However, I do not feel that all of the best riders were present. Having watched Judy Winters compete against men and women, I am quite sure she could beat any one of these girls at any time.

Bill Bonders
Portland, Oregon

Thank goodness most race reporters spare us bench racing renditions in favor of more interesting race information. Strange that your Powder Puff Nationals reporter, while seemingly awestruck by the talent he saw, chose to tell us about what Lori Watson *said.* I for one admire what she *does.* And obviously she does it well!

Peggy Abbott
Oviedo, Florida

While reading other write-ups from the so-called "Powder Puff National" and getting so pissed off at the stereotype shit in every one of them, along comes Paul Boudreau and saves the day. Yours was the only article that told about the racers, not the faces. People don't seem to realize we go to races to race, not to compete for Miss America. We are professional women racers, so DON'T CALL US POWDER PUFF ANY MORE.

Nancy Thomas
Applegate, Oregon

You better tell Peggy and Bill. — asst. ed.

BICYCLE MX

I was glad to see your article on the Yamaha Gold Cup race. I get bugged a lot about riding a bicycle by all my motorcycle friends so would you tell them BICYCLES AREN'T GAY!

Rich Crissinger
Orange, California

Bicycles aren't necessarily gay. — ed.

HE CALLED ME
A BOZO

I wrote you turkeys about my old yellow tank CZ but I never got an answer. What kind of an outfit are you Bozos running out there! Anyhow?

Gregg Calhoun
Springfield, Illinois

If you only knew. — ed. *

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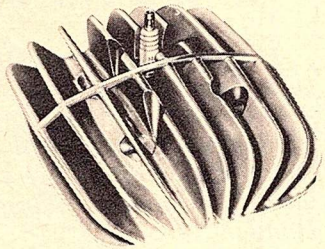
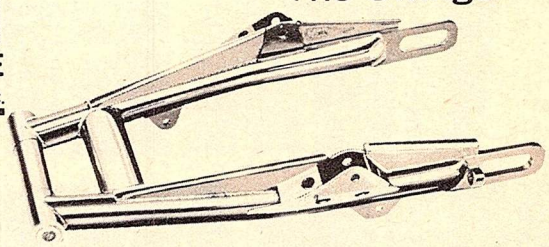


The Swinger



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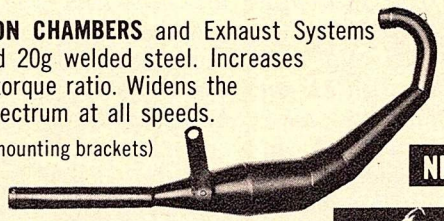

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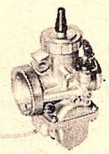

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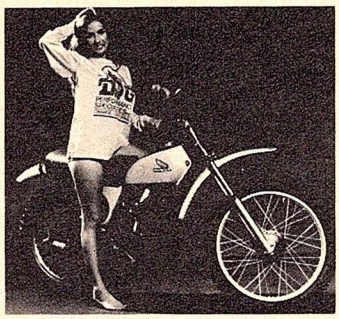

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WRENCH WRACING

By ARDIMOS MIERSTEDT

CUSTOMER RIP-OFF

The purpose in writing this letter is to possibly enlighten prospective customers to my experience buying a Yamaha YZ-80. Our son had taken side jobs as well as his regular paper route for two years to save money for his first motorcycle. The salesman at Sport-Time Sales and Service was very helpful and seemed most sincere and we got a deal on the YZ-80. We asked about a warranty and he advised us that this particular model, a motocrosser, did not carry a factory warranty, but we should not be concerned because it was customary for the shop to warranty the bike themselves since all repairs could be made there. This we believed to be true and we did not have him write this out for us (our first mistake). My son paid him $510 cash for the bike and a helmet.

We had the bike for three weeks. On our first camping trip the bike was only ridden by my son on trails, and after three hours, the bike was not performing.

We took the bike back to Sport-Time Sales and Service. What had happened was obviously a factory defect, a blown head gasket. The mechanic said this cycle did not have a warranty. The salesman and the mechanic argued about it. I called a company representative for customer relations and explained my problem. They talked to the dealer, called me back and said they couldn't help me.

I do hope other customers will learn from this rather expensive experience.

Herman Baertschiger
Reseda, California

We hope so too, because you see, Herman, you blew it.

Herman blew it No. 1: Motocross bikes don't get warranteed under any circumstances. If you worked out something with the dealer, you should've put it in writing. That's the oldest rule in the book.

Herman blew it No. 2: The YZ-80 is a high-performance racing bike. If you had used your head for something other than to keep your helmet off your shoulders, you would've read the owner's manual, the part that says you must re-torque the cylinder head nuts after the first half-hour run-in. You ran the bike three hours without ever putting a wrench on it. Argh!

Herman blew it No. 3: A head gasket costs under three dollars and takes about ten minutes to install. Just think of all the fun you and your son could've had fixing his bike together. Instead, you hassled a mechanic, the dealer, probably embarrassed hell out of your kid and got yourself riled in the process. Whatta bubkee. We realize that in many cases the customer gets the short end of the stick in dealing with the dealer, but in your case, Herman, you simply blew it.

STUFF YOUR CRANK

It seems the hot setup for low-end torque for the TM 125 is to mill the head and fill the balance holes in the crank. Why don't they stuff the crank at the factory?

Kelly McGuire
W. Bloomfield, Michigan

For the same reason they don't clean and match the ports: It would add too much to production costs and they'd have to increase retail prices and you'd blow your mind and go buy a Honda.

TIRED TIRE

How long should you run a knobby before getting a new one?

Rod Granger
Yous, Ontario

It depends on how much money you've got to spend and how serious you are about racing. When the sharp leading edges of the knobs are worn off, usually after the first race, the tire has lost much of its traction. This is why most professional racers use a new tire for each race. In most cases, however, a sportsman rider can run a tire 'til the knobs start to get rounded. Then it's really a waste to run it any longer. A good rule is, "When you can afford one, get one." Don't forget about the front unit. If the edges aren't sharp, it's not doing its job.

ECONOMICS OF TRICKERY

I have an MT125 Elsinore and I wonder how much money it would take to trick it up. I don't have too much money. My little brother bet me $2 you wouldn't print this letter.

Dan Dunken
Upper Lake, California

Well, at least now you have two more dollars.

DON'T BLAME THE PIPE

I bought a new pipe for my 125 Elsinore. In the first race with the pipe I fried the rod. When I checked it I found the spark plug had backed out a quarter-inch. What caused the bike to seize, the pipe or the plug?

Gary Hutchenson
San Diego, California

Sounds like the plug to me. A loose spark plug is just an air leak

that will cause your engine to run lean and possibly seize. If yours is a new Honda, however, we've found a bunch of '75 models to be burning connecting rods at the lower end. The only cure is to install an early model crank and rod. And make sure you check out the jetting when you do things like putting on a new pipe.

SWINGARM FLEX

I own a TM125. When I go over bumps under power the handling is pretty good. But when the bumps are just before a turn or on a downhill where I cannot use power, my rear end begins hopping all over the place 'til both wheels don't touch the ground and then I land on my head. Whose fault is it, mine or the bike's?

Pierre Whoopsalot
Quebec, Canada

What you're experiencing is swingarm flex, and you can fix it by putting on one of those trick, square section, chrome moly accessory swingarms we've been telling you about for the past year.

HE GETS SICK

I get sick. That is right. Every time I go and motocross I get sick at the gut. Any suggestions?

Steve Chaffee
Salem, Oregon

I used to get sick, too, when I first started racing. It's a combination of nervous tension and what you had to eat recently. I tried not eating the day of the race, the day before *the race,* two *days before the race. Then I started passing out from hunger before the race even started. I've seen Joel Robert get sick before a race. Cherry Stockton always gets sick before a race. Once you get into shape, you shouldn't get sick* during *a race. If you get sick before the race, just shine it on. It happens to a lot of people.*

YOU SHOULD
LIVE A SHORT LIFE

I just picked up a '72 Suzuki TM400 . . .

Ric Woods
Fayetteville, New York

Good for you. *

MAIN JET

Continued from page 7

to me to make sure that he knows all the fundamentals and has safe equipment. It should be the same with anything or any other sport.

My son is a good athlete. He is a good student. This has a lot to do with my thinking. I can also trust him. That's the most important thing that your parents should be considering. If you are trustworthy, then I think they would have no problems with your riding a motorcycle, especially in the dirt. If the reason that they don't want you to have a bike is economics, then that's a different story. If they don't want you to have a bike because of what other people have told them about motorcycles, and only for that reason, then I think they are being very closed-minded.

I can think of nothing detrimental to my son from being involved with motorcycles. He has learned to fix things and be creative in approaching mechanical problems. The motorcycle is a common meeting ground between us. There is no generation gap and our relationship is much better because of it.

I detest the Little League syndrome, and there is the same kind of thing creeping into motocross. I don't want to fill any of my own inadequacies through my son's involvements, and I won't. It's very hard to let your own child, if you care, place himself in a position of possible danger without your becoming very personally involved. I understand the parents' viewpoint. I was also a child once and I haven't forgotten. Some people say I still am, but what do they know?

I'm very proud of my son, as I should be. What's really neat is when someone comes up to me and tells me about what a nice boy I've got, unsolicited! He'll continue to ride bikes as long as he wants to as far as I'm concerned. The way I see it, nothing but good has come of it and, like I say, I'm very proud of him.

Now let me tell you about my daughter, she's an ice skater and . . . *

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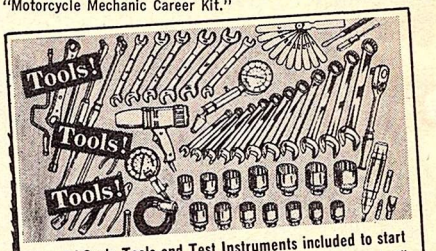

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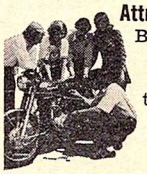

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Little things about people who make motocross neat

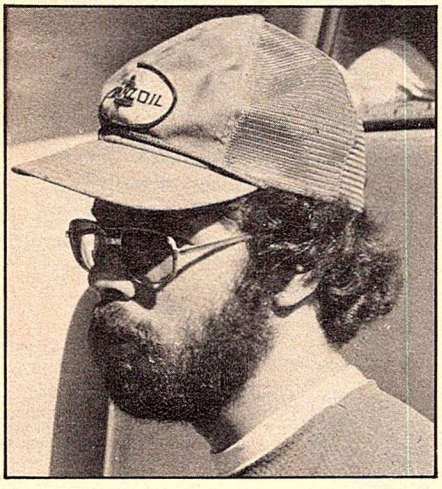
WHIPS

DENNIS BLANTON

As Racing Coordinator for American Honda, 27-year-old Dennis Blanton has one of the toughest jobs in the business. He has to keep a stable of wild young motocrossers and mechanics under control, happy and winning races.

"The hardest part is keeping team morale up. We race almost every weekend and it gets hard on the riders and especially the mechanics who are on the road for months at a time. I have to sorta be their mother."

Aside from making sure they've washed behind their ears, Denny represents Team Honda to the AMA, keeps his own score of the motos to double-check the AMA's (which proves to be screwed up every two or three races) and deals directly with AMA officials should a problem arise. He also assists the mechanics during the races and while the second moto is in progress, keeps the mechanics informed as to the overall placing of their riders for passing instructions. The rest of the week



Denny works as a liaison for the team, American Honda and the factory in Japan.

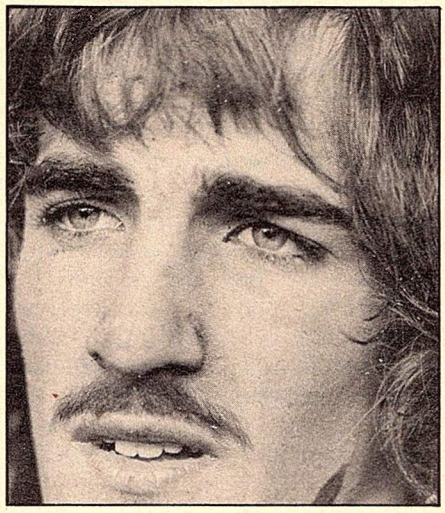
"My biggest thrill last year was sweeping the 125 National Championship top four places. Jon R. (Rosenstiel) and I worked long and hard developing those bikes and the team and we're really digging it."

Denny's digging being a daddy, too. His foxy lady, Wendy, worked long and hard developing their brand new son, Wes, for possible consideration by Team Honda in 1992.

JOHN SAVITSKI

If you live in District 6 you already know John Savitski as the rider who held the Number One plate last year in all three classes. An unusual feat no matter how strong the district is.

This 17-year old mxer hails from Atlas, Pennsylvania and has been campaigning a Bultaco, mostly 250cc, in most of the events. He is unsponsored and owns both of the race bikes that



he campaigned in the support class of the Trans-AMA last season.

Traveling the Trans-AMA series is an expensive proposition and we were curious as to how John handled it without any help.

He mentioned that the Bultaco Team has given him some parts from time to time but that he is mostly on his own. John uses a pickup truck with a camper shell for traveling and friends loan the use of their motel for showers. He shares his win money with his mechanic, who is also a good friend. He has to be, as there isn't that much money. The weekly win money gets him from race to race, but one of the bummers of the series for him was the St. Louis race. It really cost him to drive from Florida to Missouri and then Dye cancelled the race! He then had to make it to Texas with no win money for expenses. A real bummer for a privateer.

John is a comer in MX and if the money holds out he should make it.

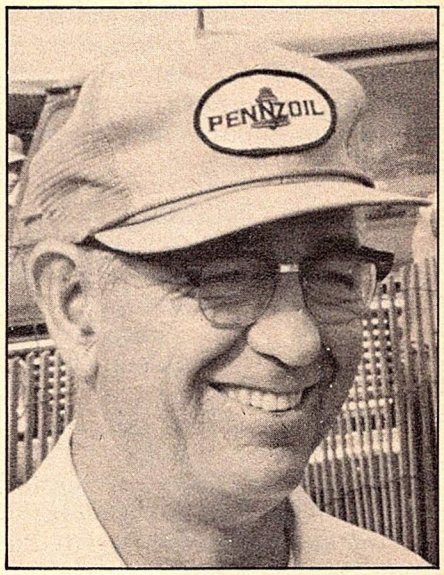
TEX MEYERS

Official title for Tex is the National MX Deputy Referee. He is one of three MX officials in the AMA and reports directly to John "Light Brown" Lancione.

Tex was in on the first efforts in establishing MX in the Southern California area and was part of the I.R.E. at Baymare Race Track.

He is a retiree of the Department of Water and Power after 28 years. If you think that's a long time, then his 38 year membership in the AMA oughta astound you. His wife of 28 years, Opal, is the sales manager for Maico in the Western U.S.

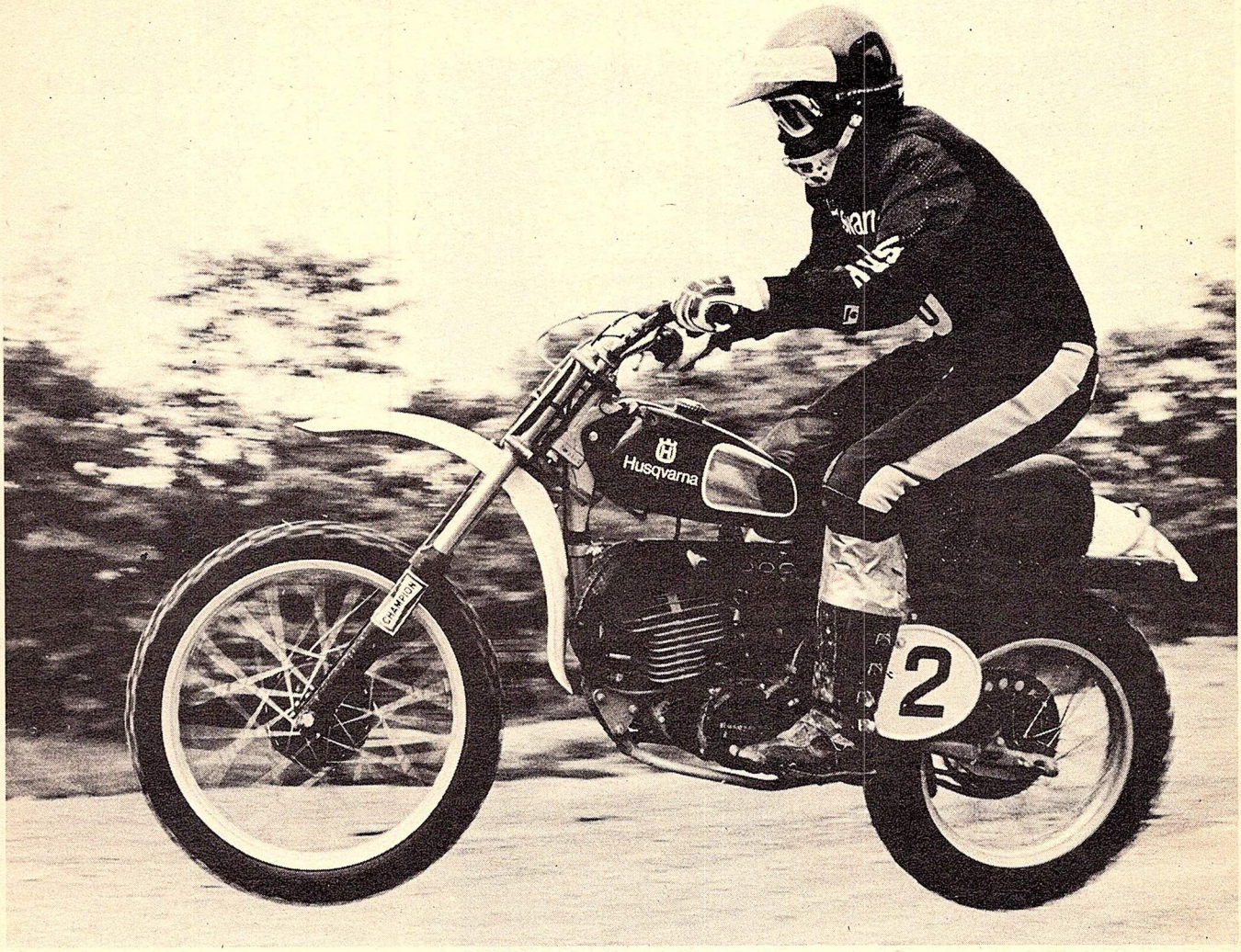
Tex hasn't just worked around bikes; he used to ride them also, and quite well. He started riding in 1938 and won the first Hare and Hound and TT he entered. He rode a Harley 74 VL flathead back



then and at that time campaigned Triumphs and BSAs. In the '41 Big Bear race he was sixth overall with a flat tire.

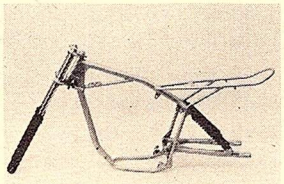
Tex knows most of the people in the industry and has a good working relationship with Light Brown and the riders. In his estimation we couldn't have a better National Referee than John. He said that you really have to love the sport and be dedicated to it to do what they do because the financial rewards for their jobs are pretty meager.

We have to agree with Tex and would add that the three best people in the AMA are involved in MX. Thank God! *



World Champion!

Direct from the GP tracks of Europe, the 1975 Husqvarna 360 CR. Super strong magnesium engine with reed valve, radial head and tuned exhaust. No extras to buy, this one already has an alloy tank, Magura levers, magnesium pressure cast lower fork legs, Girling gas shocks (manufactured to Husky's specs), Akront rims, padded saddle and much more. This bike was built to the same exact factory specifications as Heikki Mikkola's world championship GP machine. The whole package delivers at an even 212 pounds! Save money since the Husky 360 CR has all of the "good stuff" on it as standard equipment. See your dealer now and own a world champion.



Husqvarna®

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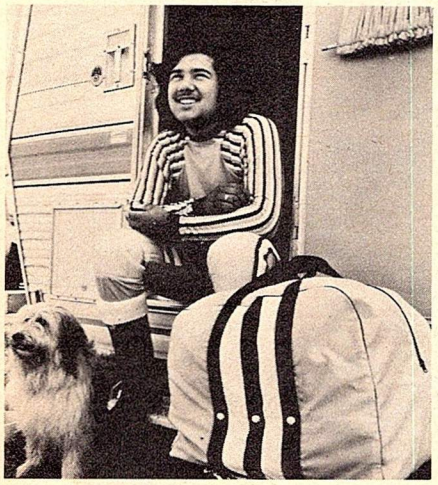
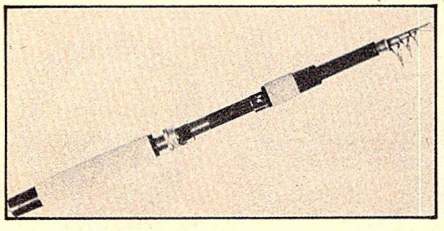
TRICKS FROM THE TRADE



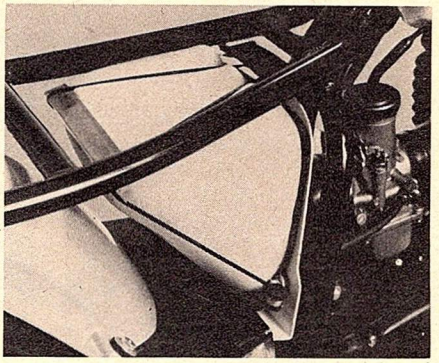
MARTY'S BAG

National No. 2 Marty Tripes wouldn't think of blowing off Pierre Karsmakers without his MX Bag by Wheels of Man. The Bag is made of super-heavy-duty nylon and is big enough to hold all your motocross paraphernalia plus a trick false bottom for boots, muddy duds or organic items you don't want border officials to see. Send one dollar to Wheels of Man, Dept. MXA, Box 143, New Berlin, Wisconsin 53151 for a complete catalog with The Bag, nylon pants and boss racing jerseys. Hairy dog is optional at extra cost.



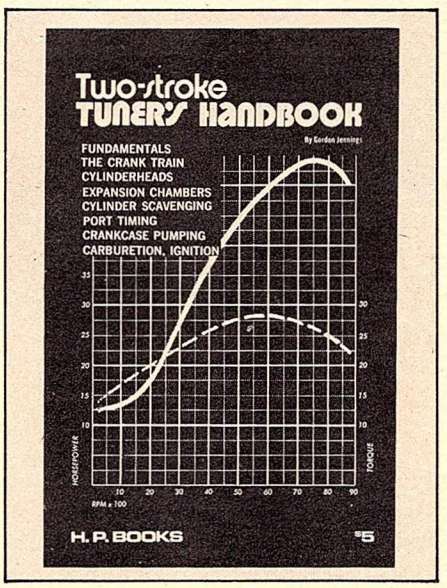
HASSLED WITH A LONG ROD?

This one telescopes from 17 inches to seven feet, weighs only 6½ ounces, has a real nice tip action and a permanent reel seat. (What's a reel seat?) Money back guarantee for $9.95 with a plastic case from Rice's Sporting Goods, 107 7th Ave., N.E., Dept. M9, Ruskin, Florida 33570.



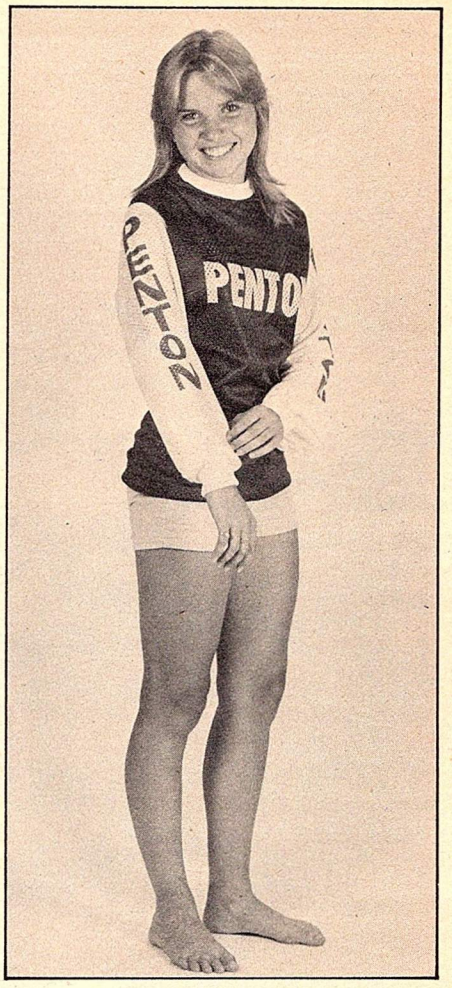
HONDA TWIN-AIR

Twin-Air is now making this boss replacement foam filter for those bushy fuzzy things that come stock on Honda Elsinores. They last longer and work better. Get 'em from your dealer who can get them from JT Racing Imports, 241 W. 35th St., Suite A, National City, California 92050.



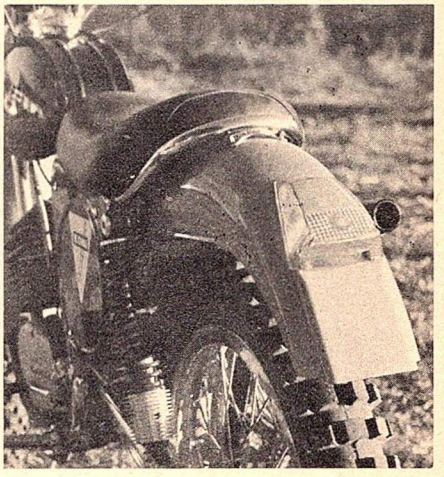
BOSS BOOK

The Two-Stroke Tuner's Handbook, by Gordon Jennings, is really a boss book. It's got everything you need to know about two-stroke performance tuning. Ardimos refers to it occasionally for Wrench Wracing, but says it's a little shy on the latest stuff like case reed induction and cooling and it doesn't have anything on fuel injection. It's easy to read and understand, though. Like any textbook, it's outrageously overpriced at $5 plus a half rock for shipping, from H.P. Books, Box 5367, Dept. MC-1, Tucson, Arizona 85703.



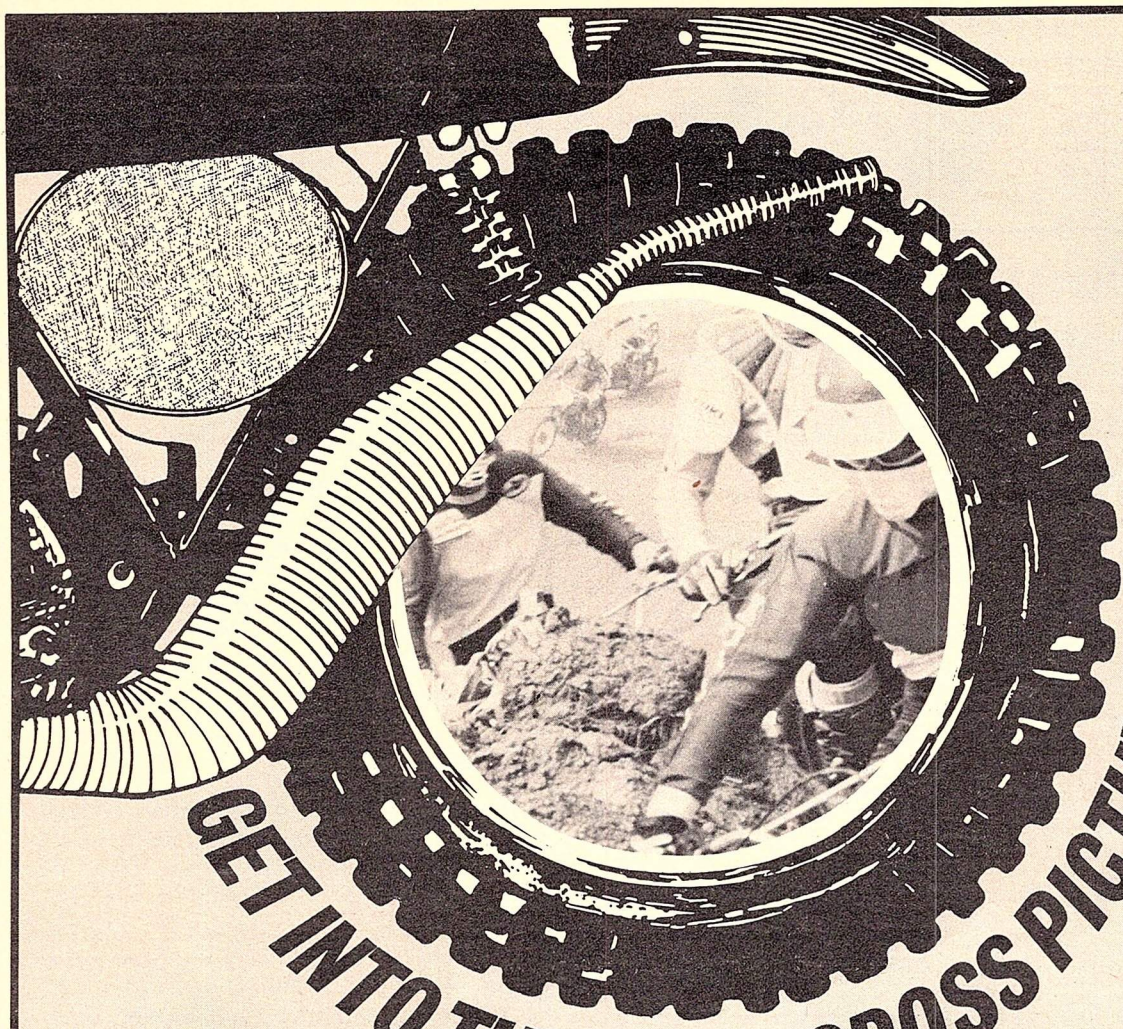
WISH I WERE A SHIRT

Aw, now wouldn't you like one of these? Any color, any brand, from $11.95 to $13.95, from Malcolm Smith Racing Products, P.O. Box 1086, Riverside, California 92502.



PP TAILLIGHT FENDER

This has nothing to do with motocross but Miller says we've got to run it 'cause Preston Petty is his buddy. Costs $18.95 and like any PP product, it works. *



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TRANS-AMA

lake whitney, texas

On the fourth, fifth and sixth days God created rain, on the seventh day he sat back to watch the fun

"Hell, Jim Bob, this is almost as much fun as beatin' up hippies."

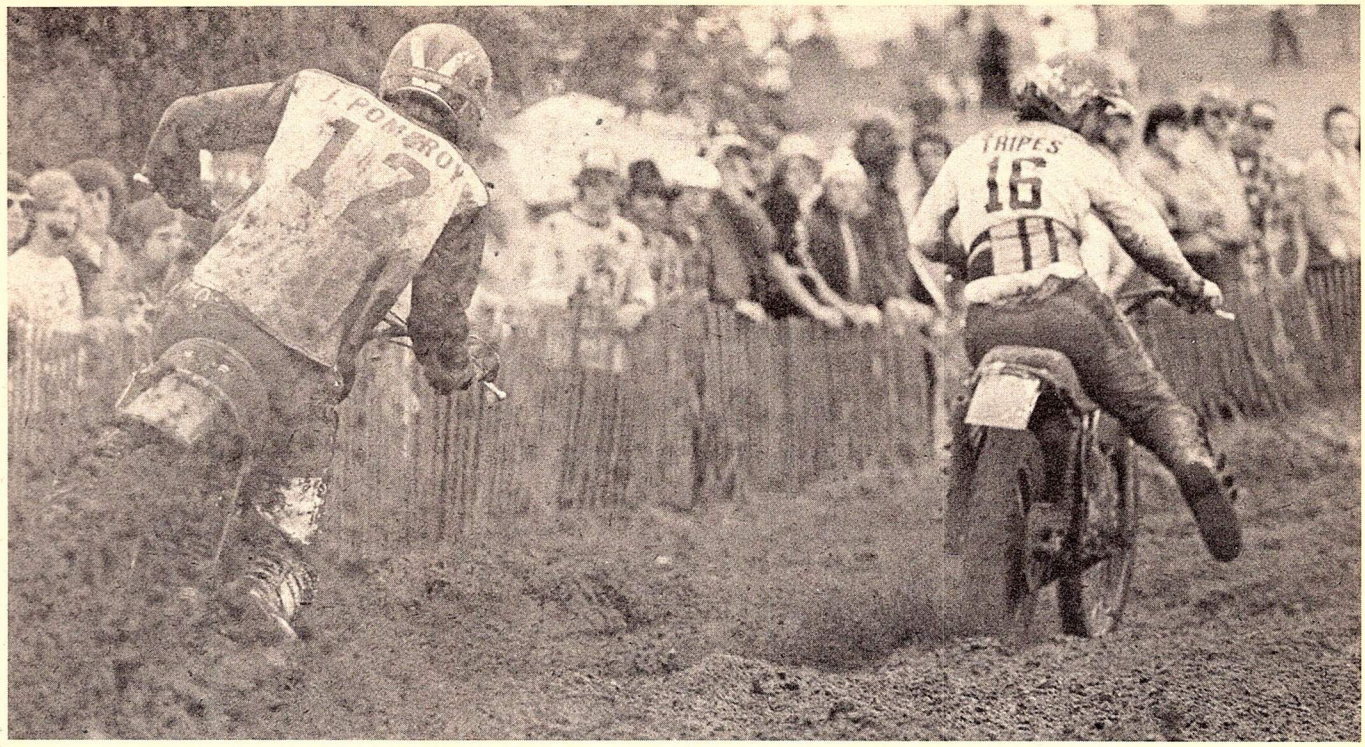
By PETE SZILAGYI

It came off pleasantly and semi-efficiently, but the Lake Whitney Trans-AMA had the potential of being a bummer. A week before, the riders and those following the tour suffered the Day of Infamy, when the St. Louis Trans-AMA date was arbitrarily called off by promoter Edison Dye. The series' momentum was stalled, and the cold, driving rain purported to be the cause of the St. Louis cancellation moved down to Texas, with no end in sight.

Hillsboro, Texas, the race headquarters, is the kind of town which might help generate, and genuinely appreciate, the excitement and bon vivant of International motocross. It's merely a trade center for the cotton growers in the area and a stopping off point on Interstate Highway 35, but the city has hosted several bass tournaments for nearby Lake Whitney and knows all about gathering out-of-town dollars. Unfortunately, Hillsboro's hospitality (in the form of a motocross parade with the mayor and everybody) was rained out.

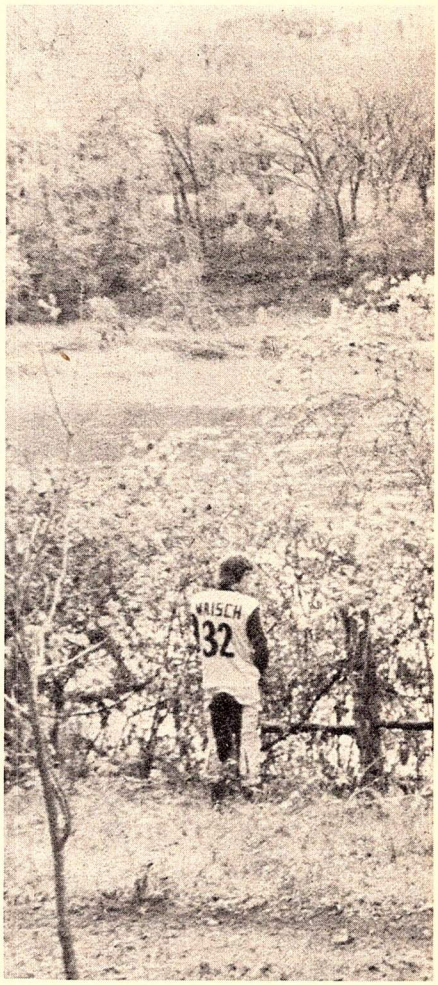
Instead, the riders found themselves consigned to a plastic, not-very-fantastic motel on the highway run by a beehive-hairdoed lady who fretted all night about "disturbances," which she construed as two people talking to each other on the balcony. The only alternatives were several funky old hostels in town; the one patronized by myself and the Yamaha team had floor-to-ceiling cracks in the wall stuffed with newspapers to keep the weather out. No water fights for Jimmy Weinert in Hillsboro, no rebuilding of engines in front of the TV and no drunken team managers and journalists stumbling around after dark, just fabulous WKTX cabled in from Waco and lots of peering out the window at the sodden landscape and cursing the rain which was sure to make Sunday a drag.

Promoter Harvey Evans must have stayed up all Saturday night praying, because — miraculously — in mid-morning, to the undisguised delight of everyone, the rain lifted. Even more miraculously, spectators in the tens of thousands were able to enter the park without sticking their vehicles in the mud, and the pits were almost dry except for the spot where the Husky van chose to ford a small lake and sunk to its hubs. But the track at the several-hundred-acre cycle park is built at its lowest point. Parts of the back section were covered by rushing water, which

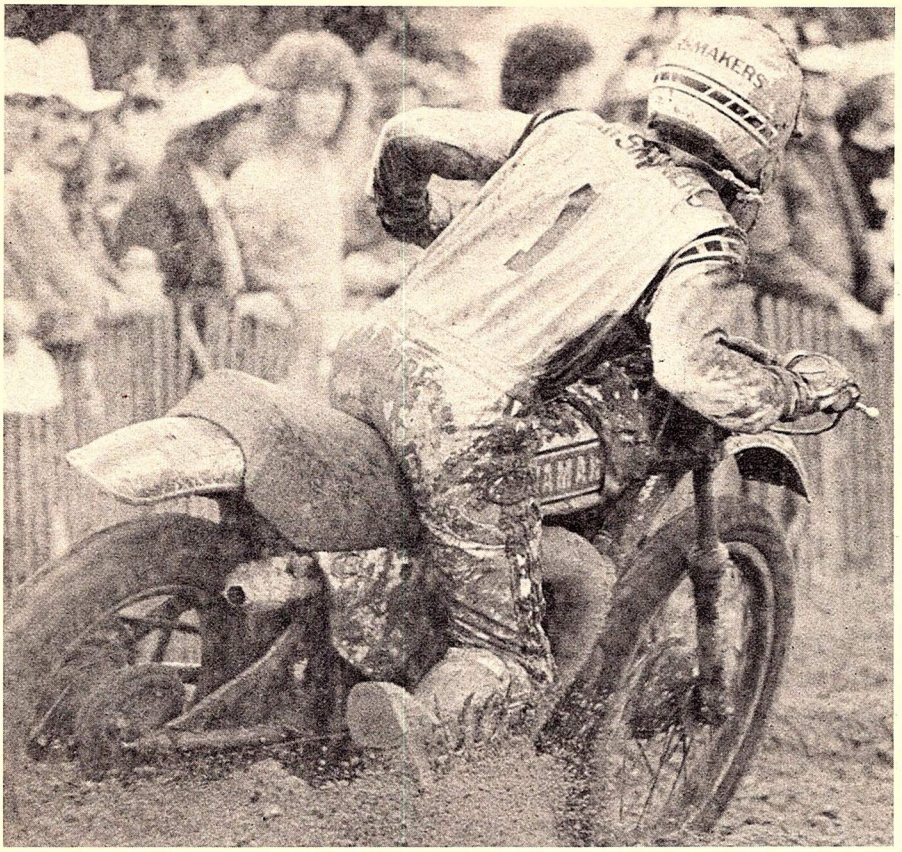


Tripes was going seriously fast in the early going 'til his Can-Am took a crap. Pomeroy, too, was hot 'til his chain developed two ends.

Can't you just hear his main bearings committing suicide?



If, by this time, you haven't heard the story about Hans Maisch (pronounced MAYSH), his uncle owns the Maico factory. But that doesn't make Hans snooty or anything like that. Nosiree.

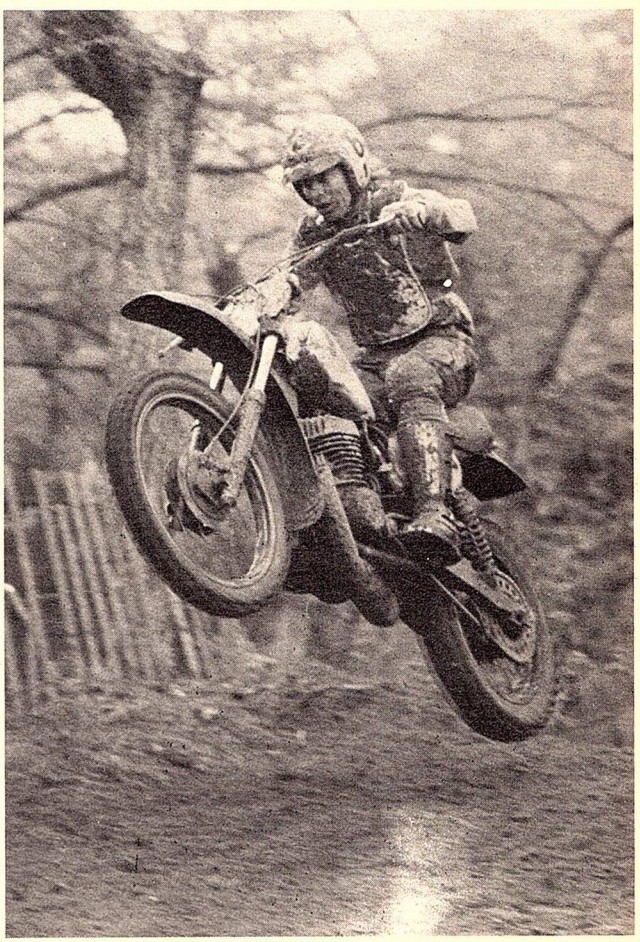


Even smoothies like Pierre had to hunt for a stable piece of ground.

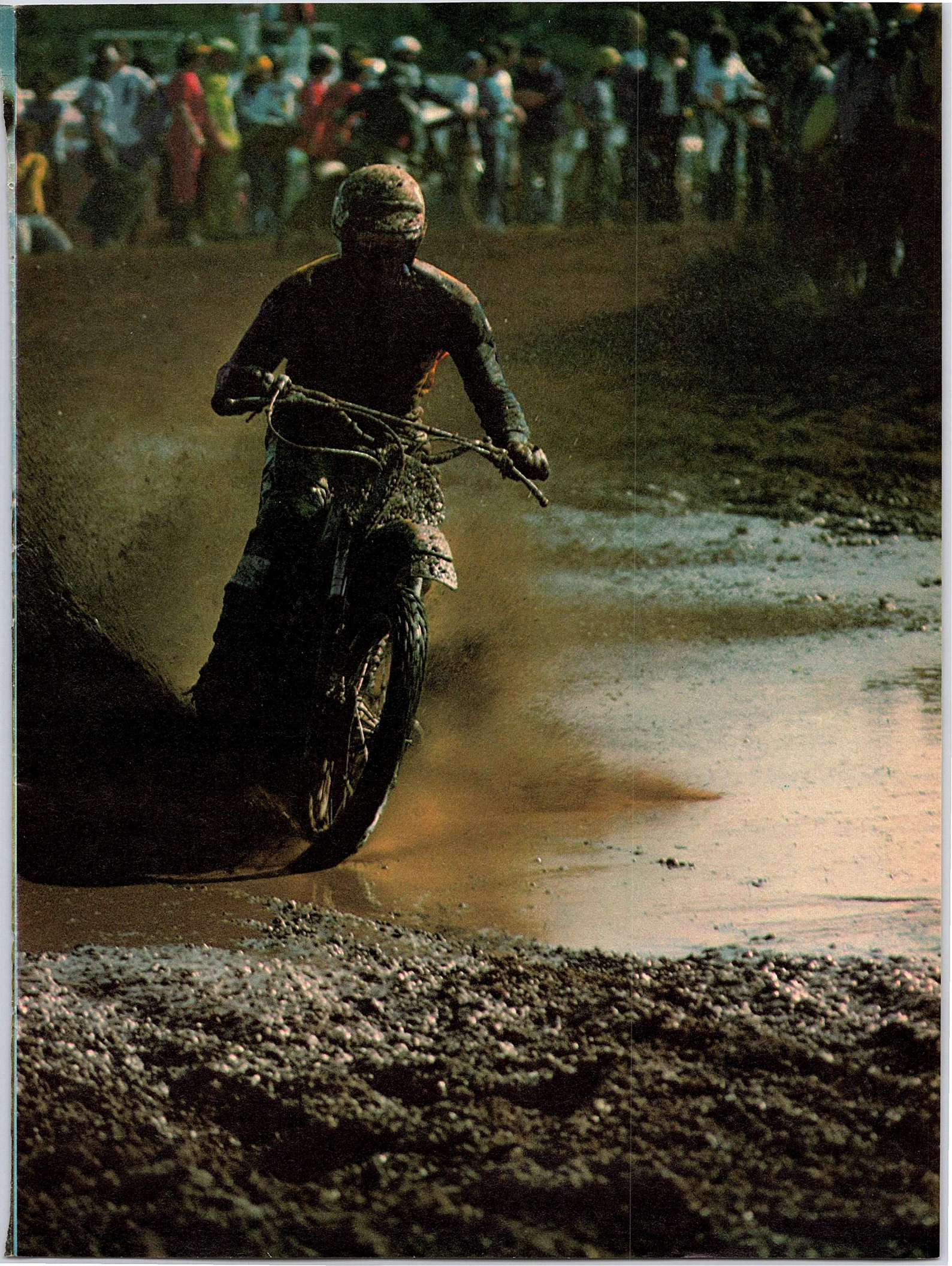
OPPOSITE PAGE:
MUD AND WATER swallowed enough bikes to allow poor scorers, like Adolf Weil (8,10), good finishes (5th).

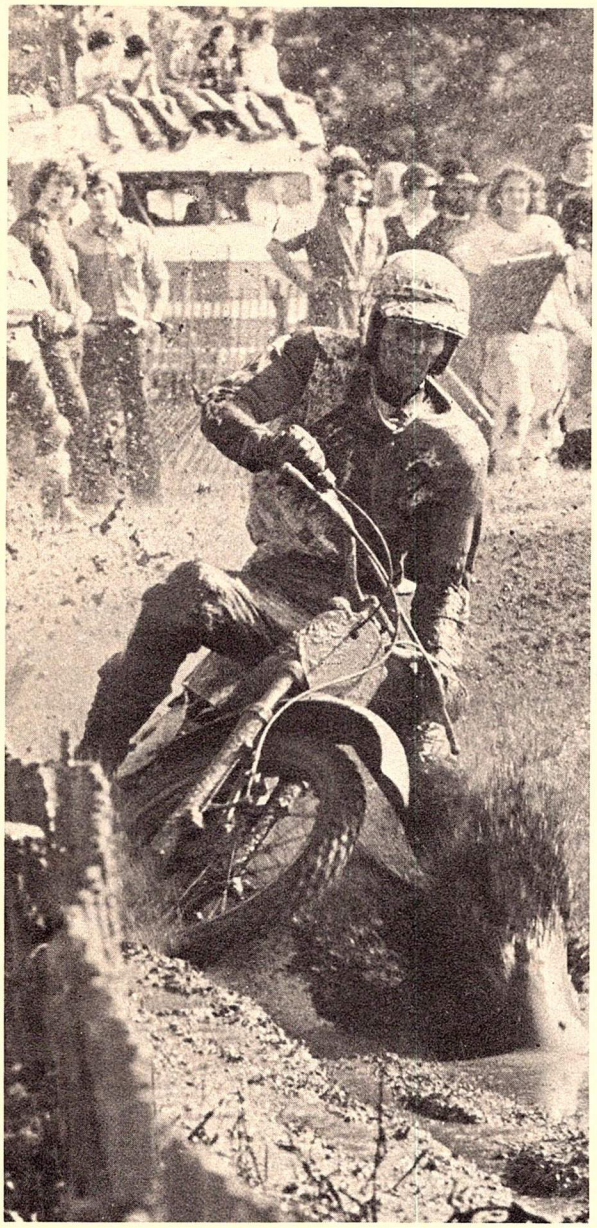
Desert ace Mitch Mayes is now into motocross all the way. He'll need to grow web feet.

The scorers had to check fingerprints and dental records.



DeCoster as always was perfect. He found Whitney good ISDT practice. Have you noticed that every picture of Roger taking a jump looks the same?



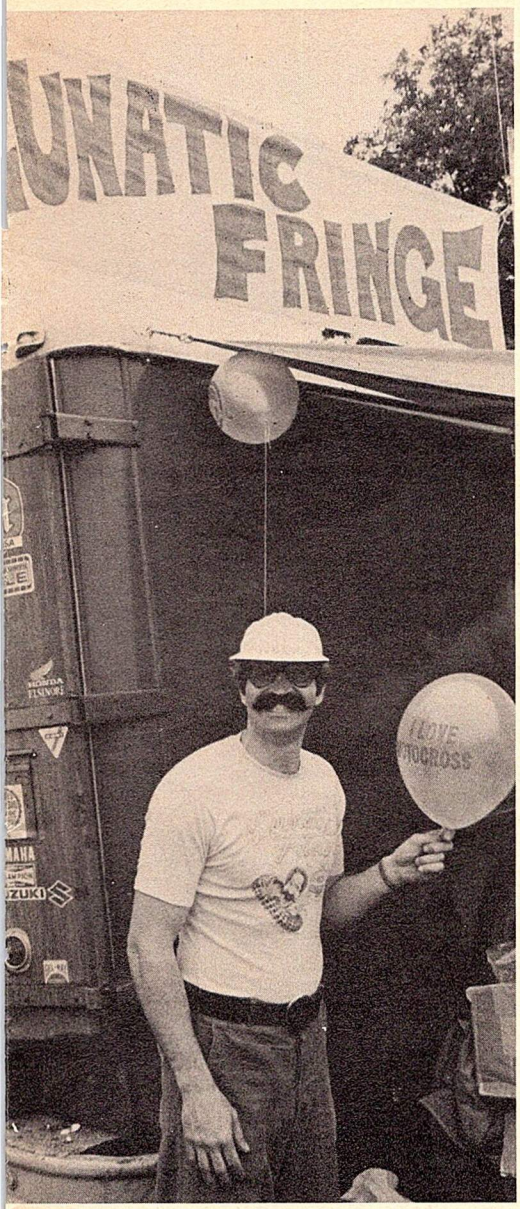


Rice pudding berms and applesauce track.

(l. to r.) Gunther, Maico 400, Steve Stackable. Between the three of them they left every American and all but two of the Europeans in the giggly bushes.

Tim Hart looks for space under Rich Eierstedt. Do you realize that Tim's been doing this since around 1964? That's a long time!

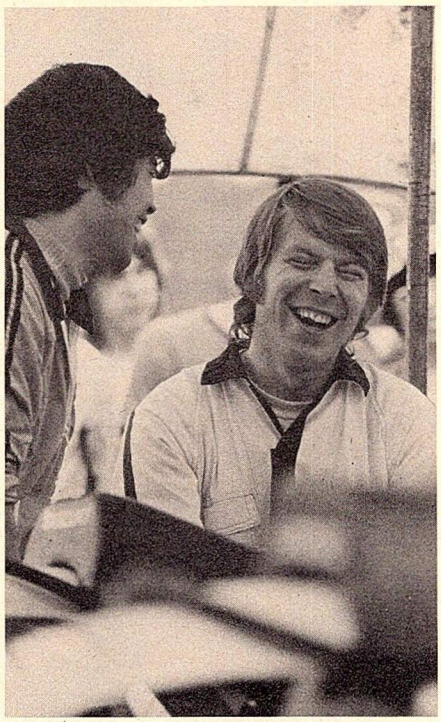
Puch's factory teen-aged hoodlum Harry Everts was one of the few riders who showed any class going up this Texas mound.



This guy's dad bought him a balloon.

was particularly unfortunate since those deep, sandy gullies are 90 percent of Whitney's challenge.

Unquestionably, the track would have to be rerouted. Practice was delayed while a small bulldozer attempted to divert a rushing stream; in no time at all the rushing stream had diverted the bulldozer, to the mixed cheers and disgust of several hundred impatient onlookers. Next a call went over the PA to ten volunteers with ten shovels. Somehow, the track was made rideable, barely, with the major concession to the weather a 20-yard run through a deep river. This obstacle had no place on a motocross track, it was strictly ISDT stuff, but there was simply no choice. The riders accepted the water crossing with only minor grumbles. "Welcome to the Lake Whitney enduro," grinned a soaked Mitch Mayes after one of his Support motos. An unorthodox track, to be sure, but it was better than two Trans-AMA cancellations in a row.



DeCoster hears the 2000th bad Wolsink-dentist joke.

LAKE WHITNEY RESULTS

International Class (500cc)

1. Roger DeCoster (2-2) ..... Suzuki
2. Harry Everts (7-1) ..... Puch
3. Steve Stackable (9-3) ..... Maico
4. Arne Kring (4-9) ..... Husqvarna
5. Adolf Weil (8-10) ..... Maico
6. Yukio Sugio (11-8) ..... Yamaha
7. Pierre Karsmakers (6-13) ..... Yamaha
8. Rich Thorwaldson (15-6) ..... Suzuki
9. Hakan Andersson (3-18) ..... Yamaha
10. Brad Lackey (10-12) ..... Husqvarna
11. Jim Pomeroy (5-20) ..... Bultaco
12. Tim Hart (20-7) ..... Yamaha
13. Bryar Holcomb (18-15) ..... Maico
14. Koji Masuda (13-21) ..... Suzuki
15. Sonny DeFeo (19-16) ..... Maico
16. Mike Runyard (21-19) ..... Suzuki
17. Roger Harvey (23-23) ..... Cheney
18. Trey Jorski (22-24) ..... Kawasaki
19. Ake Jonsson (1-45) ..... Yamaha
20. Willi Bauer (45-4) ..... Suzuki

Support Class (250cc)

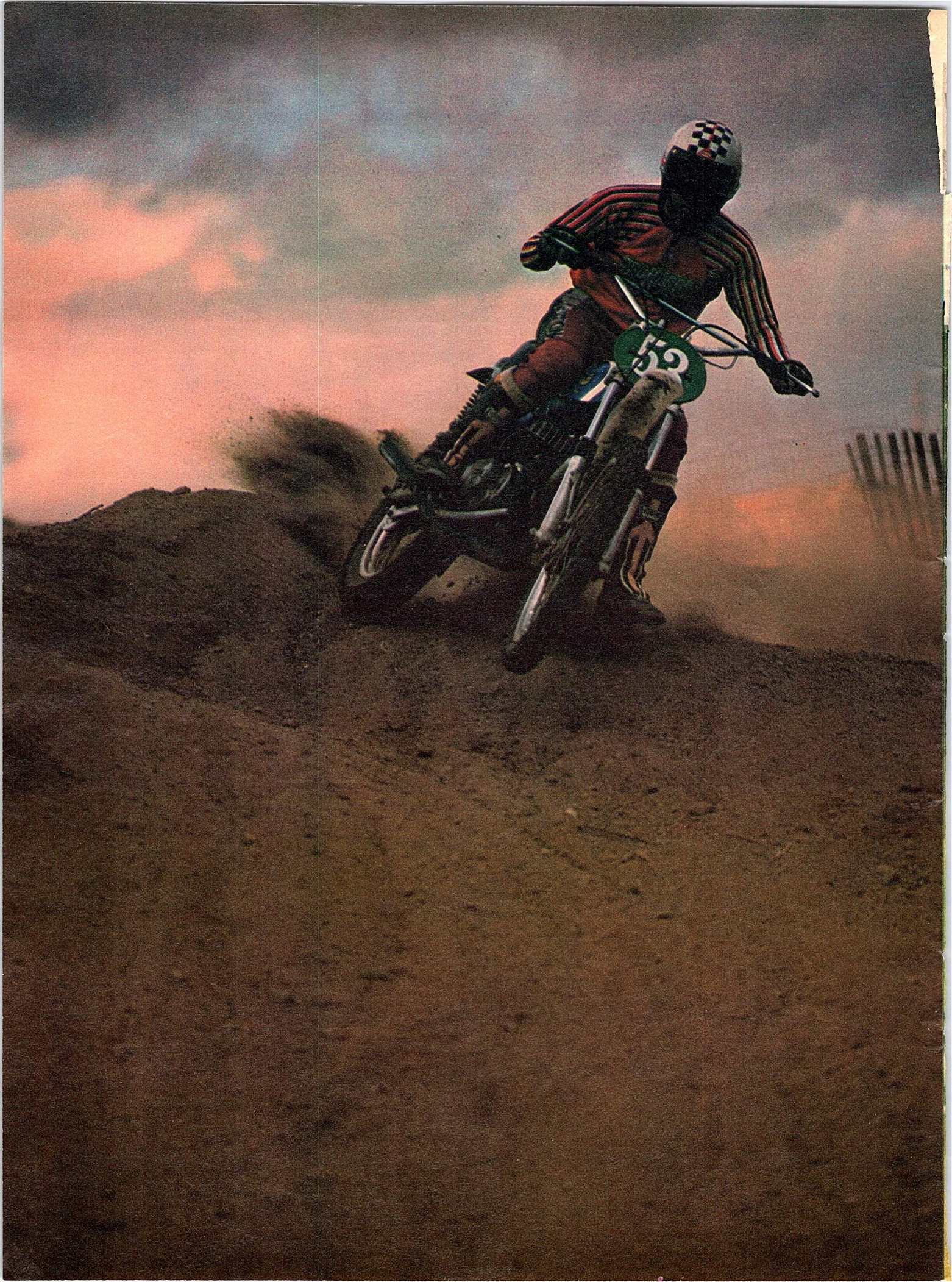
1. Kent Howerton (1-1) ..... Husqvarna
2. Rick Burgett (2-5) ..... CZ
3. Frank Stacy (5-4) ..... Maico
4. Wyman Priddy (4-7) ..... Kawasaki
5. Terry Clark (9-3) ..... Husqvarna
6. Gaylon Mosier (13-2) ..... Maico
7. Marty Smith (3-12) ..... Honda
8. John Savitski (10-11) ..... Bultaco
9. Jody Foust (18-10) ..... Bultaco
10. Carleton Curtis (11-19) ..... Bultaco

Arne Kring and Ake Jonsson slithered through the mud to lead the first International moto. The Can-Ams of Marty Tripes and Gary Jones followed a short distance behind. "Watch 'em break, watch 'em break," predicted a mechanic from a Japanese team. Sure enough, true to the pattern the Can-Ams had followed on the series to this point, Tripes appeared splashing through the galoosh with no seat on his bike, and Jones just disappeared.

Kring and Jonsson had a definite advantage because they could traverse the river and climb the steep hill out of the gully without interference from slower riders and lappees. Thus, they built a good lead over most everyone else, but had a good race between themselves. A bit too good; they collided in the creek bottom and Arne's Husky took a long time to start. DeCoster, Pomeroy, Everts, Weil, Andersson, Karsmakers, Stackable and a handful of others chose sensible lines around the myriad of stalled and stuck riders, then raced for real on the quickly drying straights up above. Or it could be that they were just lucky; the creek and hill were mayhem, with well-meaning spectators and frantic flagmen blocking the track and a waiting line of riders at the bottom of the hill. There was some language used down in that hole that you wouldn't want your mother to hear, especially if she understands French, Swedish, Belgian, German, Japanese or good old street-corner English.

Jonsson was long gone, enjoying (as much as possible under the circumstances) his best Trans-AMA ride in two years. Arne's misfortune was short-lived

Cont'd. on page 61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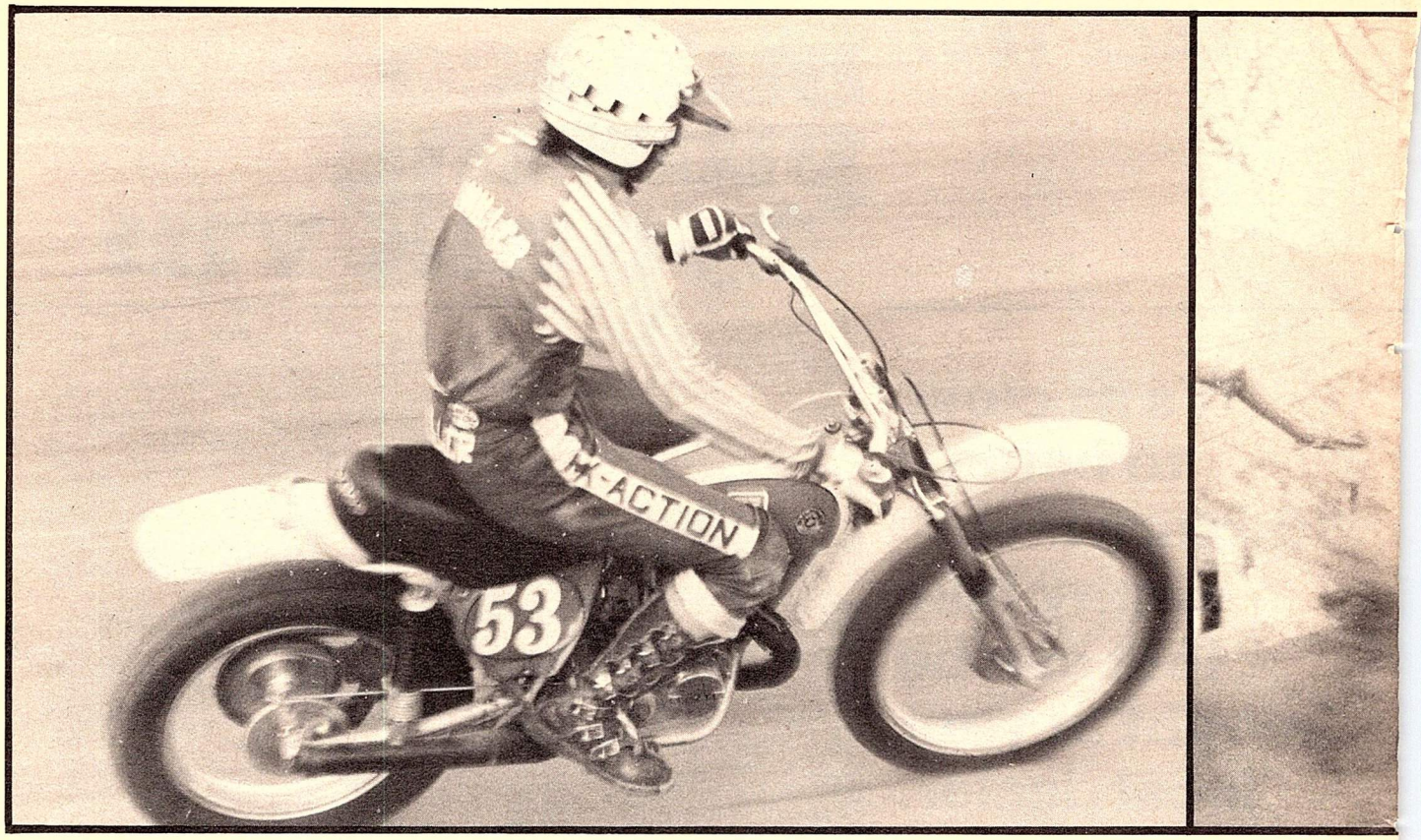
RACE TEST bultaco pursang 250 mk VIII

It's as close to being a "factory racer" as any bike that can be bought at your local dealer.

There it is. Filthy. 'Course it's a race bike and race bikes tend to get dirty when they're raced. But this unit looks like it's been through four days of a six-day event and left out in the rain for the other two. My mission, should I decide to accept it (what *if*? I've got no choice!), is to make this dirt-encrusted, oil-dripped, gas-drooled, loosed-spoke, nut-spun, tire-worn, cable-bent beast into the gleaming, immaculate creation of beauty, speed and handling it really is. Somewhere in that ill-maintained pile of swamp sediment is a brand-new Bultaco 250 Pursang Mk. VIII.

This isn't anything unusual. It's customary to wait 'til Saturday night to get a test bike shaped for Sunday. Down at the Sonic-Spray car wash I felt a little less alone in the world. There were two other midnight race preppers blowing the grease out of their wheel bearings with Sonic-Spray's new Rocket-Boost washing wands. At 50 cents for five minutes, these machines are making a better hourly wage than an average family-of-four breadwinner. Anyway, the Rocket-Boost blew the dirt, grease and some of the paint right off the Bul and into sludge heaven.

Once the right tires are on, you can drag the handlebar into the turn.

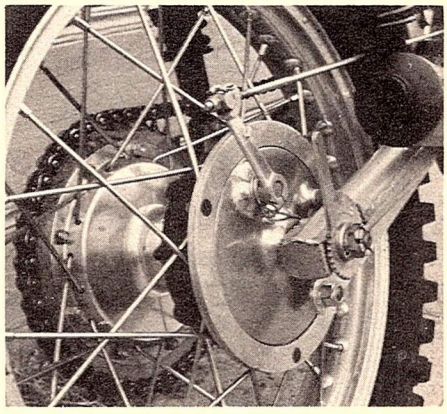


Back at the plush, well-appointed official MOTOCROSS ACTION garage, liberal doses of CRC 5-56 dispelled any water left after the drying cycle. (The drying cycle is a run down the Santa Monica freeway at 80 with the bike in the back of the Bazmobile.) First off, I had to change that front tire. Why do all these Spanish bikes come with Pirelli tires? Makes the front end slide around like a bar of soap on the bathroom floor. The Pirelli people must have a strong eco-political influence in Spain. But changing tires on the Bultaco is a snap. No rim locks! Just little screws in the side flanges of the rims like we used to do in the old days. Very nice.

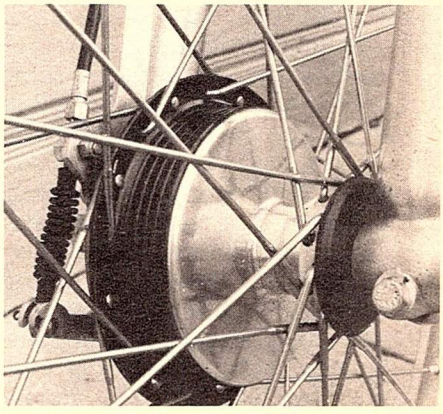
Next, tune the spokes. The rear lace, although only a cross-two pattern, looks pretty sturdy because of the heavy-gauge spokes. The hub's been redesigned this year to accommodate the brake being on the "other" side. Front wheel looks a little spindly. Better keep an eye on it.

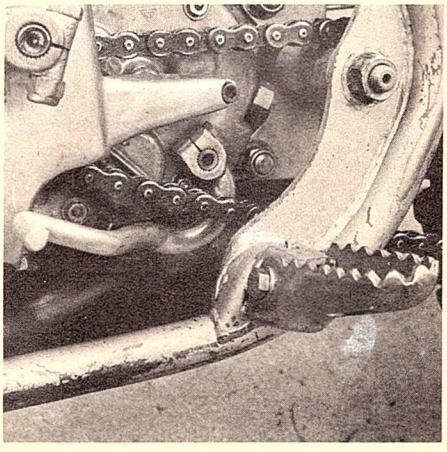
Cables and controls are first-rate, but get involved when cleaning and adjusting. To reposition the handlebars, levers and throttle, a 13mm socket, two different size hex wrenches and a large screwdriver are needed.

Giant spokes anchor the lightweight alloy hub. Oblong section swingarm does not flex and will not bend.

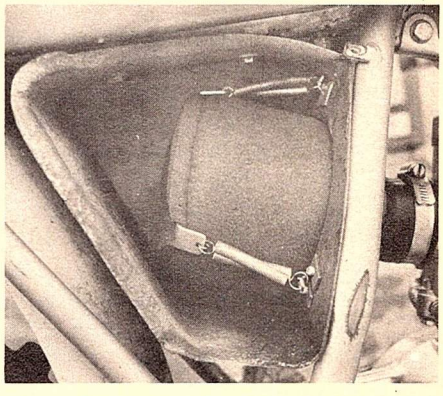


Foxy little hub provides good stopping power and excellent feel. Cross-three spokes tend to get a little loose.

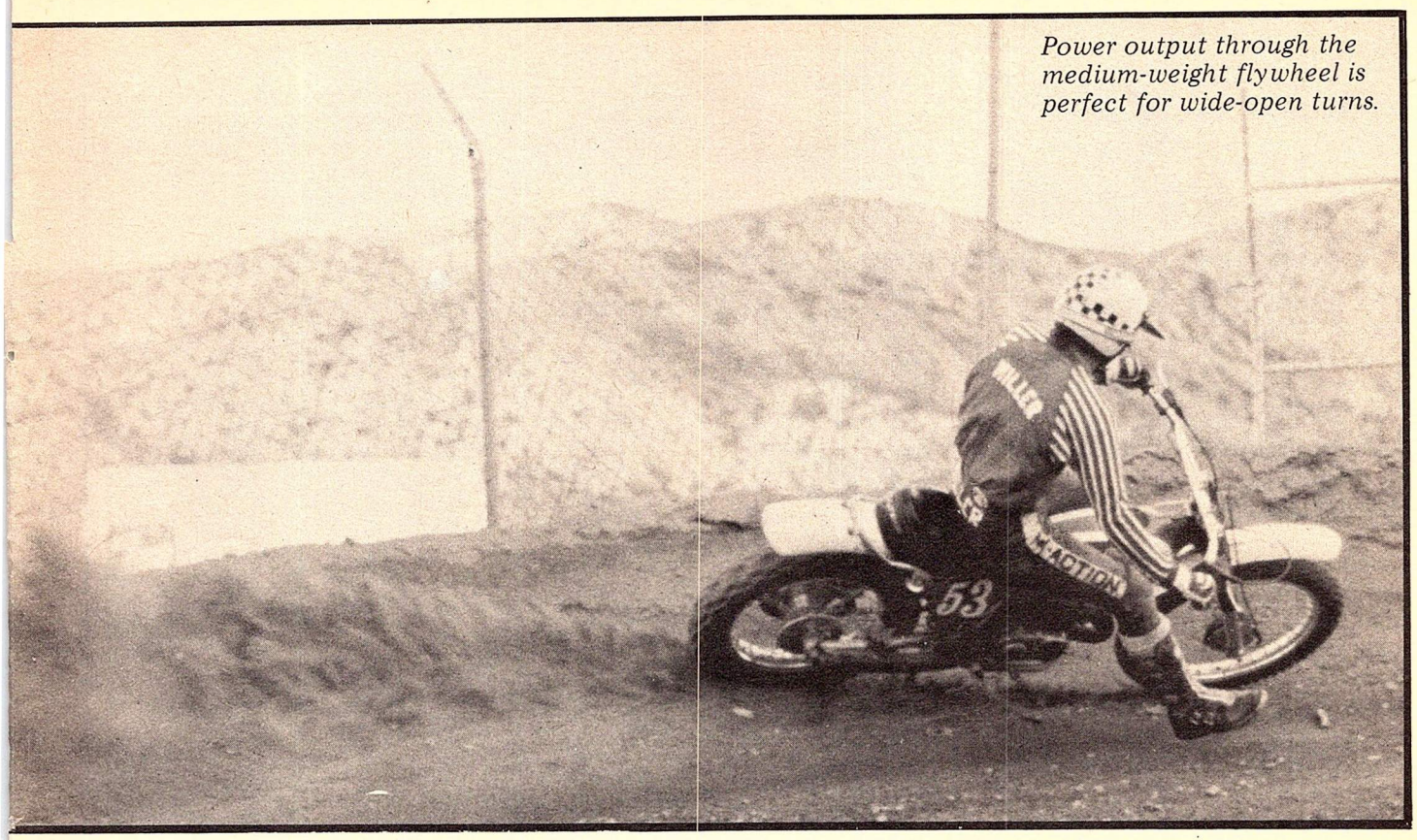




Alloy shift lever weighs about as much as a potato chip. Spring loaded pegs are excellent.

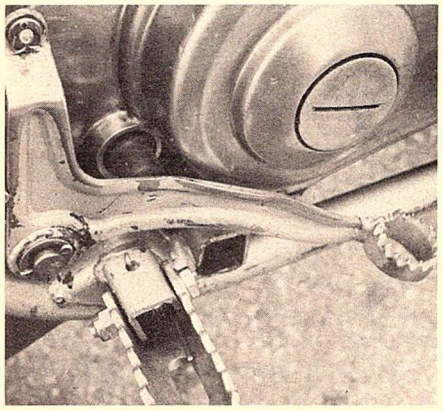


Area between the still air box and the frame should be taped. Twin-Air element is boss but those springs are a booger to get on.

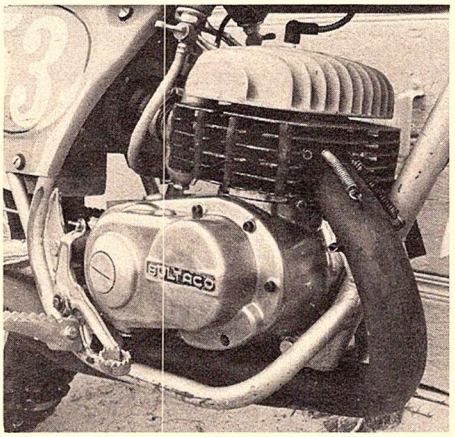


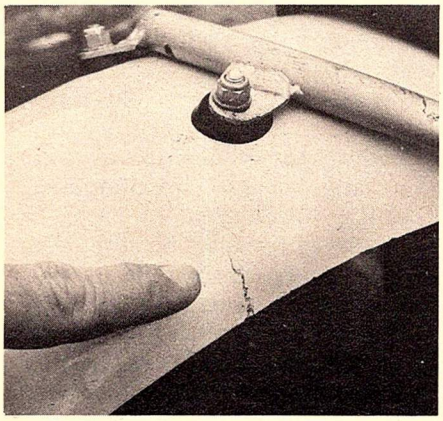
Power output through the medium-weight flywheel is perfect for wide-open turns.

Rubber plug behind the brake pedal covers the shift shaft for Bultaco freaks wishing to fight rather than switch.

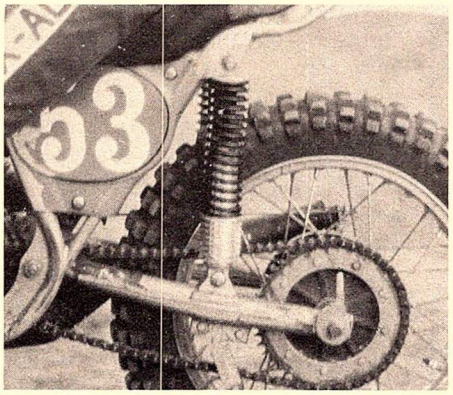


That's one potent mill. Rubber inserts in the fins keep engine noise to a minimum.

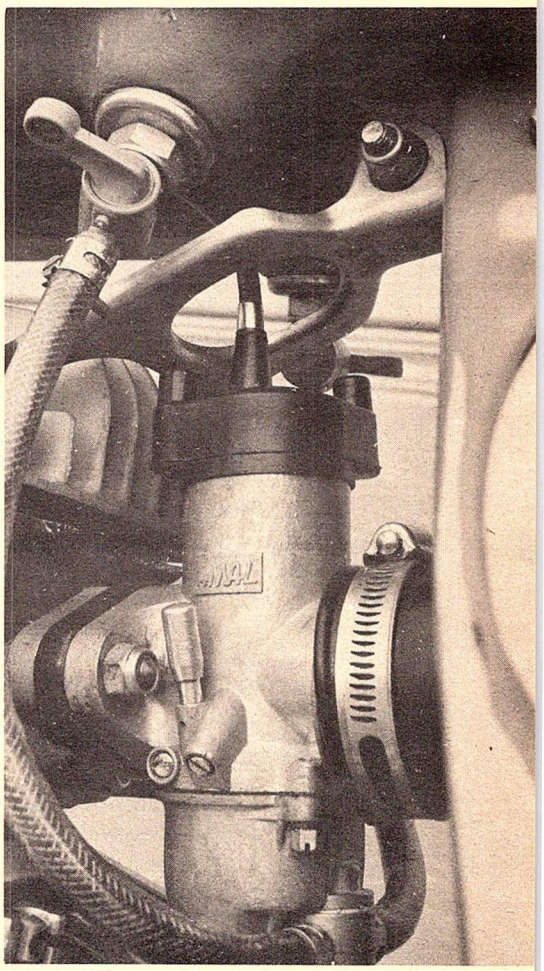




When the fiberglass mud guards start looking like this, it means they'll soon look like Patty Hearst . . . gone!



Since the stock Telescos weren't working too well, we switched to 12.9 S&W shocks with 110-pound springs. Excellent.



That hole in the head stay isn't big enough to get the carb slide through. The 36mm Amal must be removed to rejet.

The lightweight Pursang delivers thrilling throttle response.

Then, when you disconnect the brake or clutch cable to lube it, the loose cable adjuster will fall out and roll under the partition into the next garage where you can't get at it. A careful Bultaco owner will have a couple of spares tucked away for just such an emergency.

Pluck off the gas tank to make sure the coil is taped! We don't want to be accused of spreading old wives' tales, but every Bultaco I've ever seen had duct tape wrapped around the coil and the frame. Except for Doug Grant's old 350. We ended up remounting his coil with fence wire out in the middle of nowhere. Our new Pursang was taped when we got it. I wiped down the mount, inspected it for cracks and retaped it.

Thought for a brief instant that I'd take off the seat, but quickly put the thought out of my mind. There, on the front seat mount, was the notorious Impossible Nut that defied removal by conventional methods. It's one of those ------- you can only give an eighth turn at a time with an open end wrench and then you have to flip the wrench over to get the next bite. Being an aircraft locknut makes it even more of a hassle.

Which brings up the point that practically every nut on the Mk. VIII is an aircraft nut. Very nice! Gives you the security of knowing your nuts won't fall off in the heat of competition, a constant fear of paranoid motocrossers. Check 'em anyway. It's a good habit to get into.

Continued on page 63

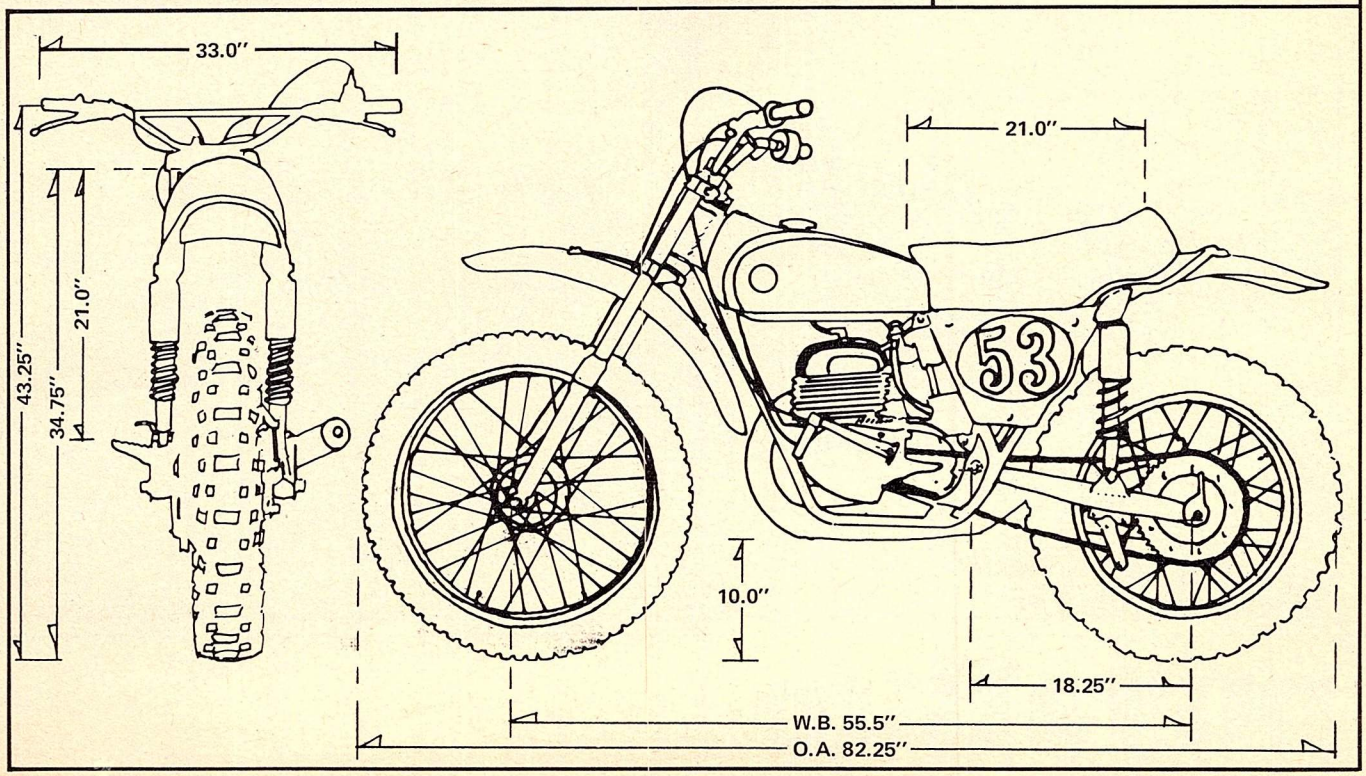
We talk about the Bultaco Mk. VIII in terms of potential and how well it performs with the proper setup. Steve Rauch, Kenny Zahrt's mechanic, probably knows better than anyone the hot tune for Bultacos. One night Steve came down to the garage and gave us a little whiff of doing it right.

According to Steve, before you even race the bike, the tires should be replaced with good ones like Metzelers, and plastic fenders should be installed. Pomeroy uses Petty IB's, natural color. The top shock mount should be moved forward to just behind the air box and the stock Telesco shocks should be replaced. The Bultaco team uses Bilsteins. Make sure your front forks are equipped with a spacer on top of the springs. If not, get them from your dealer. The carburetors tend to come a little lean at the mid-range and Steve suggests a 108 needle jet. Don't get too attached to your chain. A Diamond or D.I.D. (T.M. type) special will finish more races. Mk. VIII front spokes are a little longer and screw into the nipples deeper where they'll stay tight. Shorten the clutch release arm three-quarters of an inch, install Barnett clutch plates and screw the springs down another half-turn and you'll have the bossest clutch in town. If you want the seat firmer, fill the mold holes in the foam with foam shavings from an upholstery shop. Get an alloy rear sprocket, the black kind, (CT alloy). If you want more zap from the motor, use the smaller flywheel of a 125 Pursang. Steve recommends Bel-Ray lubricants.

Everything else on the Mk. VIII — the forks, the frame, the engine, the swingarm, the pegs, the ignition, the tank, the seat — everything is boss. Bultaco is one of the few factories racing its production bikes and producing its race bikes. That means more fun for you and me.

SPECIFICATIONS
Make: BULTACO PURSANG

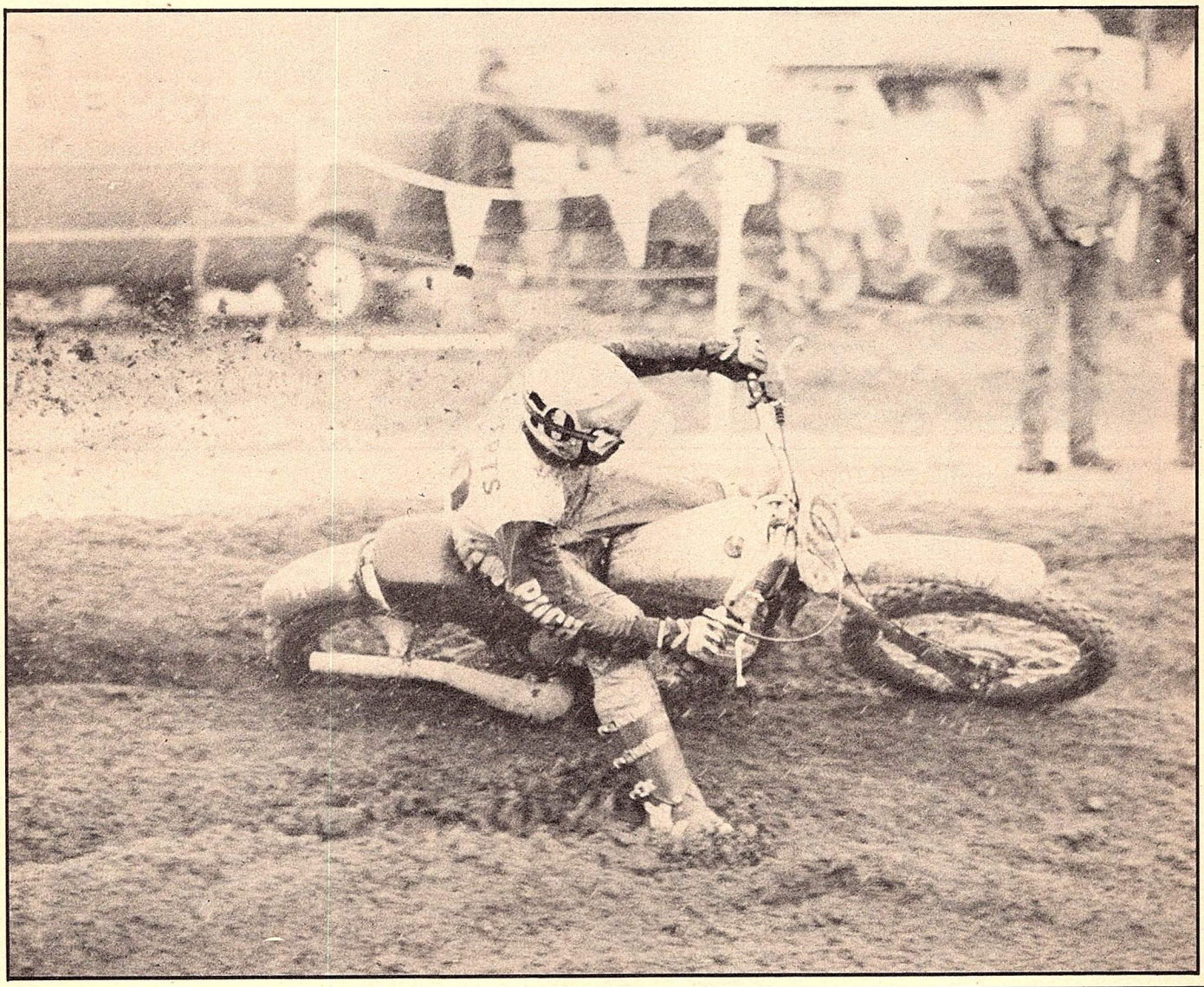
Model	Bultaco 250 MK VIII
	w/60-day unconditional guarantee
Suggested price	$1495
Engine type	Two-stroke
Displacement	244.29cc
Bore & Stroke	72x60mm
Claimed BhP HP @ RPM	N/A
Claimed Torque @ RPM ft./lbs.	N/A
Compression Ratio	12:1
Carburetion	Amal 36mm
Ignition	Motoplat
Lubrication Method	Pre-mix
Electrical System	None
Starting System	Primary chain
Air Filter	Twin Air
Recommended Fuel	Premium
Clutch	Wet multi-disc
Primary/Ratio	2.375
Transmission	Five-speed
Ratio	.376, .513, .670, .832, 1 to 1
Final Drive	3.833
Sprockets	12/46
Color	Blue and silver
Frame	Single downtube
Forks	8.0 inches
Rear Suspension	6.1 inches
Front Tire	3.00x21 Pirelli
Rear Tire	4.50x18 Pirelli
Curb Weight	215 wet
Weight Bias	98/117
Fuel	32:1 – used 50:1 Bel Ray
Gearbox Oil	600cc Hypoid 90
Primary Oil	300cc 10/30
Forks	230cc 20-wt. or less



TRANS-AMA

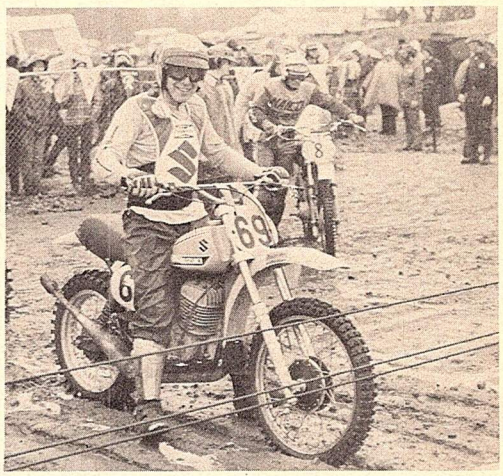
puyallup, washington & livermore, california

The "young" man of GP motocross, Harry Everts, mudded his way to his first Trans-AMA overall.



puyallup

John Savitski has just discovered the joy of unexpected traction as he "Bul" dogs his way off a Puyallup berm.



Roger smiled his way to a second moto win and a commanding lead in the series.

Blinding mud to choking dust, a mechanic's nightmare

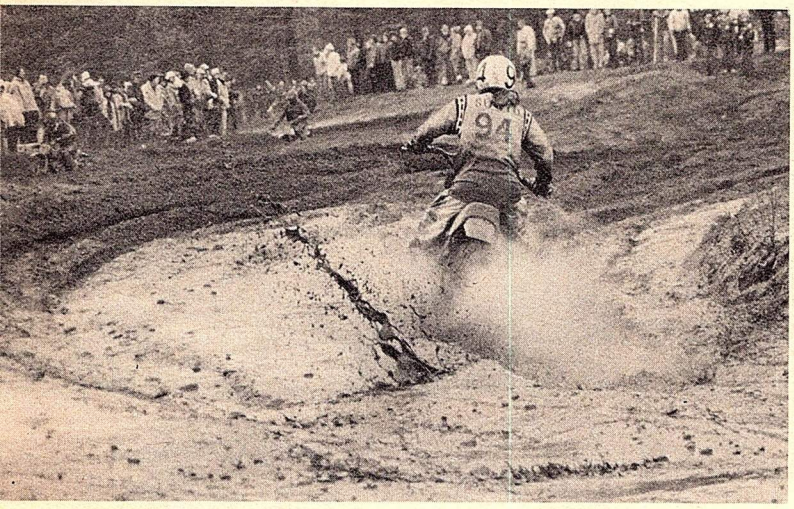
By Dick Miller

PUYALLUP

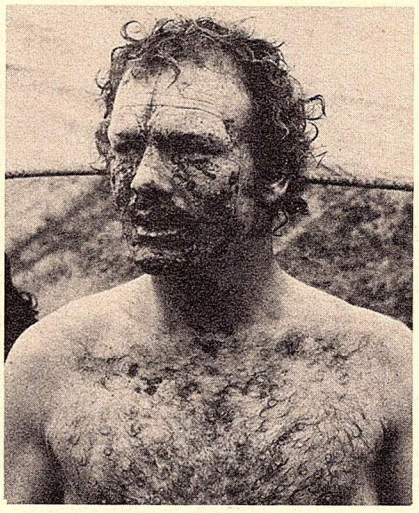
A cold and steady rain inundated the eighth race of the Trans-AMA series at Puyallup (Pew-al-lup), Washington. However an incredible 11,000 spectators, completely oblivious to the weather conditions, were there to cheer their Yakima star, Jim Pomeroy. Unfortunately, it was not a good day for Jim or for that matter Brad Lackey who were leading the American contingent in the series before this race.

It is hard to believe that three Trans-AMA events in a row could have such rainy weather conditions. The first promoter (St. Louis) reneging on his commitment, left a lot of riders hurting for money and expenses

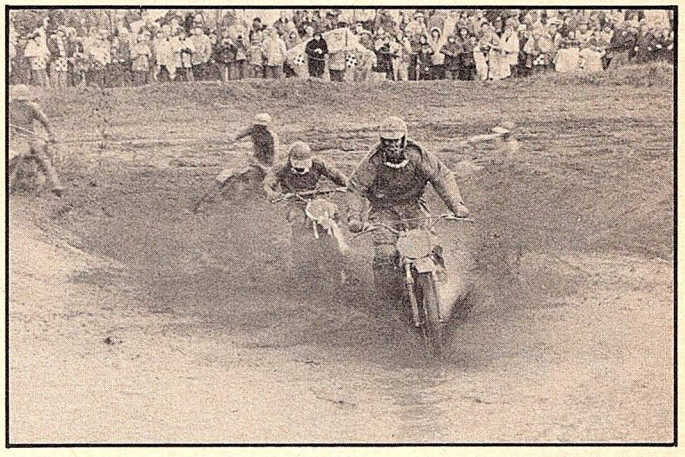
Yukio Sugio split his britches on his way to a third overall for the day and Yamaha.



Rich Thorwaldson persevered to a fourth overall and earned the top American mudder award.

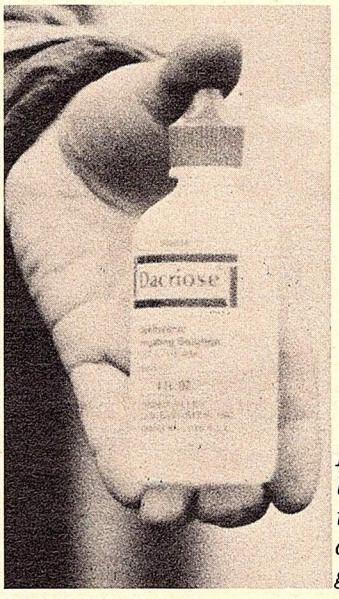


One of the better rides of the series for Rich Eierstedt was ended in the second moto when his eyes were sealed shut with mud.



Washington spectators are tough. A pouring rain with the temperature in the 40s couldn't deter 11,000 of them.

Everts is one of the riders to watch in the coming GP season.



Every rider should have a bottle of this eye wash in their tool kit. Mud and grit are not compatible with your gentle orbs.

puyallup

OPPOSITE PAGE:
DeCOSTER'S ENDO in the first moto left West Germany's Hans Maisch in the lead 'til his Maico laid an egg.

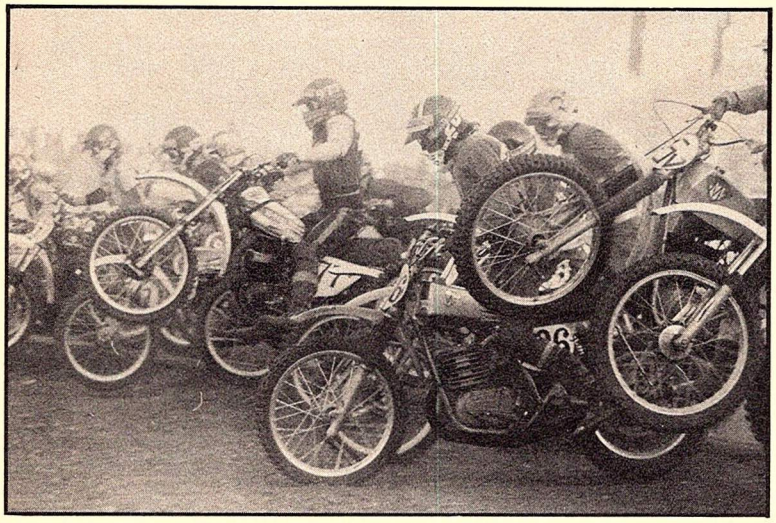
going into the Texas race, the second rainy event. Fortunately the other promoters of the "rainy events" persevered through the lousy weather conditions and held their events as scheduled, and by the looks of everything made a profit for their efforts.

The Puyallup MX track is basically a man-made course situated amidst a pine forest on the outskirts of Tacoma, Washington. There was more rain coming down than could be absorbed by the already soggy turf and several lakes formed, giving the riders quite a few "natural" obstacles to overcome.

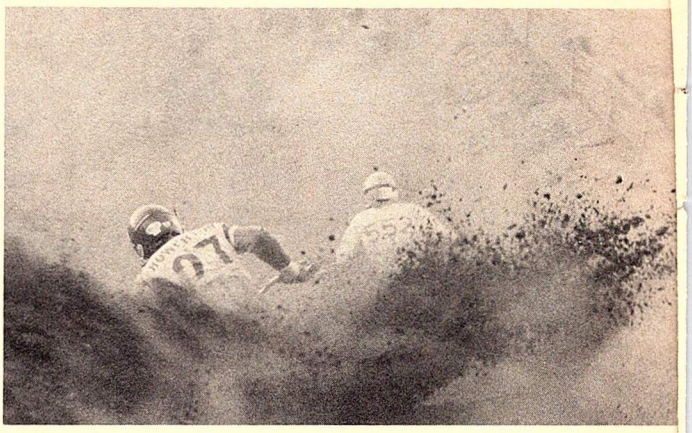
It was Harry Everts' day as he and his works Puch took the overall with a win in the first moto and a well-earned second in the final. It was his first win of the series and he was really tickled. Harry hasn't been happy with the fast American-type tracks and was making the best of the conditions in Washington, as were most of the Europeans. There were plenty of get-offs by the European stars in the Puyallup slippery stuff, but they clearly showed the shivering crowd that they could cope with the conditions much better than the American riders.

One of the major problems was trying to get everyone off the start line in each moto. The cable starting gate isn't made so that the bikes can put pressure on it before it drops. At the drop of the gate in the first moto Holcomb got all

Gaylon Mosier (206) tractioned his way to a first support moto win. A DNF in the second ruined his day.



Kent Howerton, Mr. Consistency, took two seconds in the support class for the day's overall and a wrap on the series.



tangled up in the cables, causing the one section of the gate to stay up while everyone else jetted off the line. On the restart DeCoster and Hans Maisch took the lead with Everts close behind. Aberg, Stackable and a very inconspicuous Mike Hartwig were making waves behind the leaders. Pomeroy was left at the line with a dead engine.

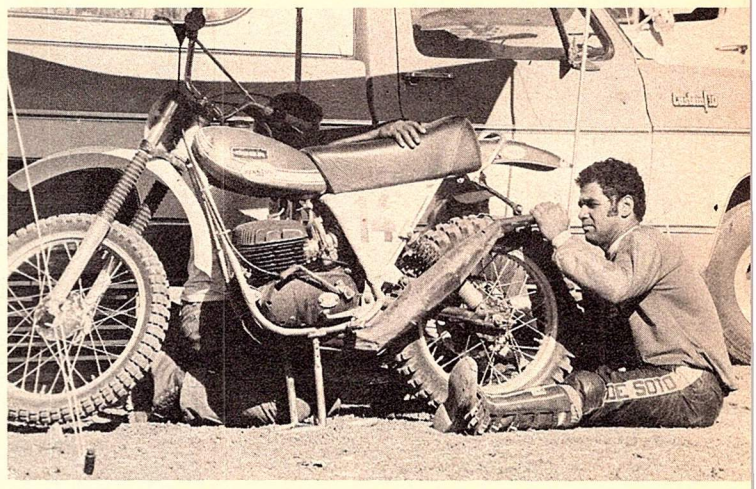
As the leaders passed the scoring tower on an uphill — appropriately called "Mt. Rainier" — DeCoster did a spectacular for the fans. His front brake had locked upon landing and the Suzook went one way and Roger went the other. When he picked himself up he was dead last. What happened after that made the spectators who braved the uncomfortable weather happy they came. Roger put on a show for the troops by working his way up to fifth by the end of the moto. Maisch had inherited the early lead from DeCoster. A few laps later a derailed chain put an end to his efforts. Bikes were breaking or quitting all around the course. Everts was running steady and consistent and inherited a lead that was unthreatened. Mike Hartwig and his trusty Husky were a surprise, but solid, second behind Everts at the flag. He was followed in by another Husky ridden by Arne Kring, who had been battling it out with Yukio Sugio, the stylish Japanese Yamaha pilot.

Midway in the second moto DeCoster moved in on the leader, Weil, and took the lead for the moto, the overall for the day and the series.

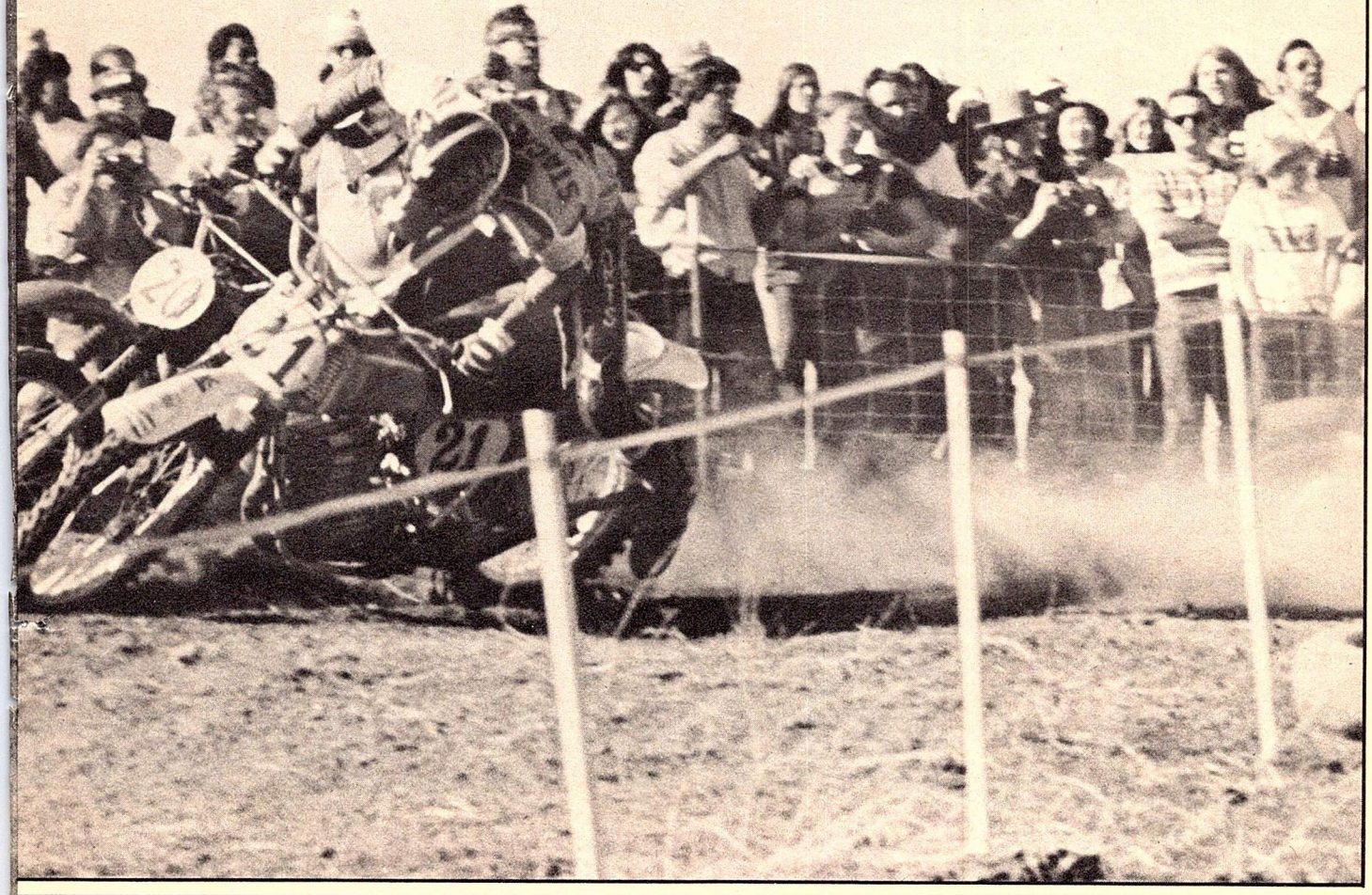
livermore

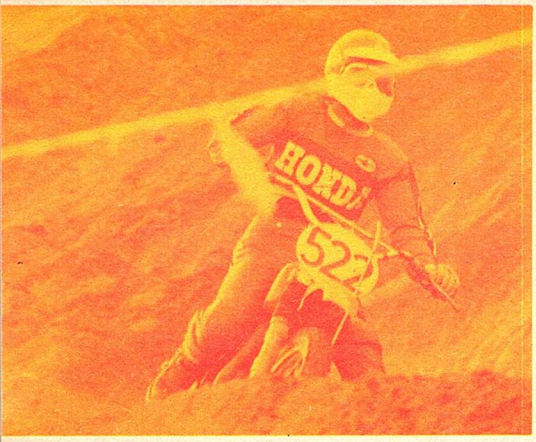
Famous motojournalist is awed by the display of Jim Ellis and Roger Harvey's dice on the Livermore uphill.

"I think Lamppu was kidding, John. He couldn't have stuffed a pineapple in there."



Eierstedt backed off at the top of the start uphill in the first moto, allowing Steve Stackable to "almost" get him.



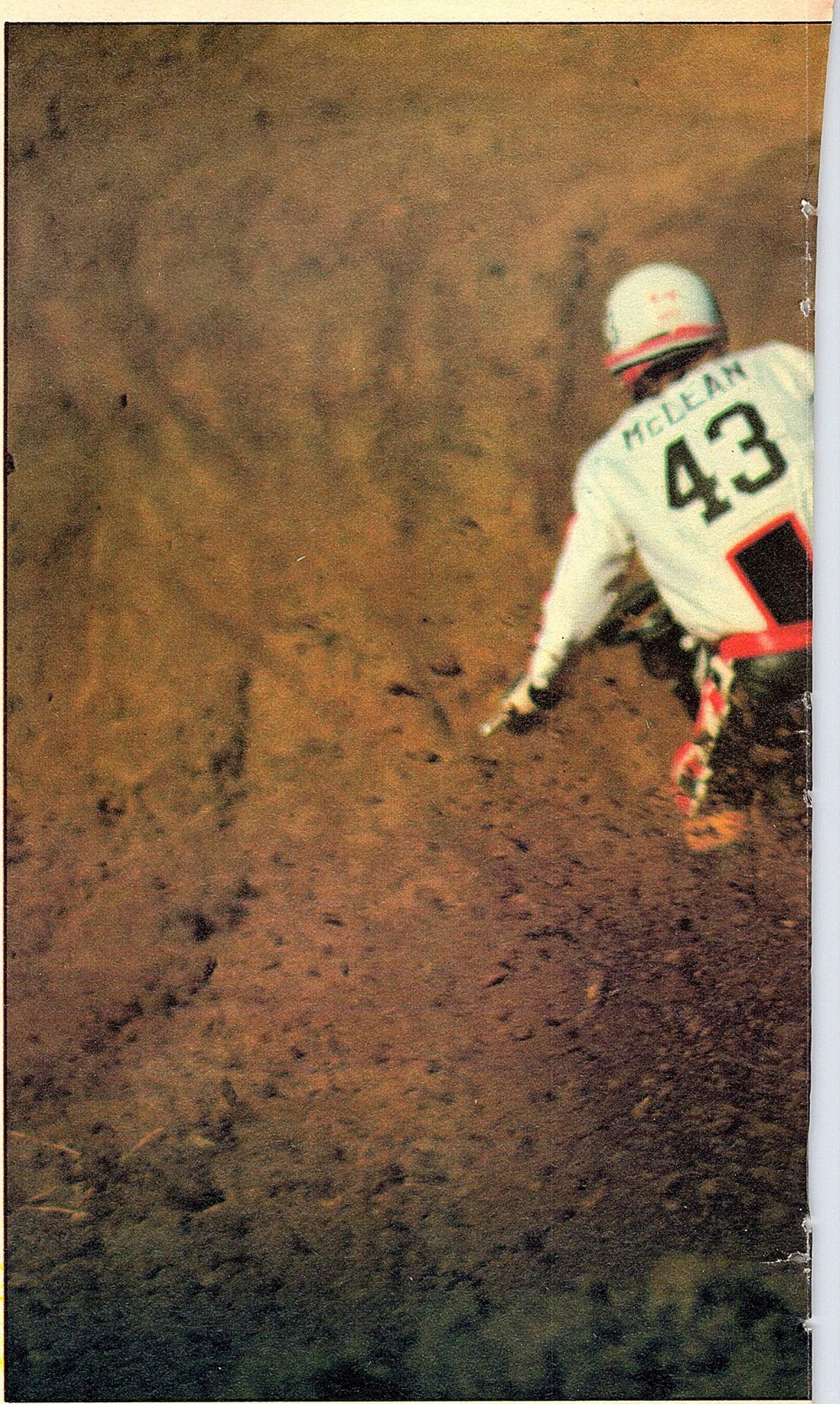


Marty Smith ran away with the second support moto but his fourth place finish in the first cost him the overall win.

It was an apprehensive AMA crew that started the second moto because no one was sure about the gate. There was reason to worry! Part of it malfunctioned again and the riders were flagged off as they entered the first turn. Pomeroy, who was in fourth going into the turn, unloaded as the other riders were pulling off for the restart. Mike Runyard, who was fourth behind Pomeroy, kept going after the riders in front of him pulled off. He led the race for a whole lap. Unfortunately everyone else was waiting at the start line while he was doing his thing, except for Pomeroy who was still trying to get his bike ready.

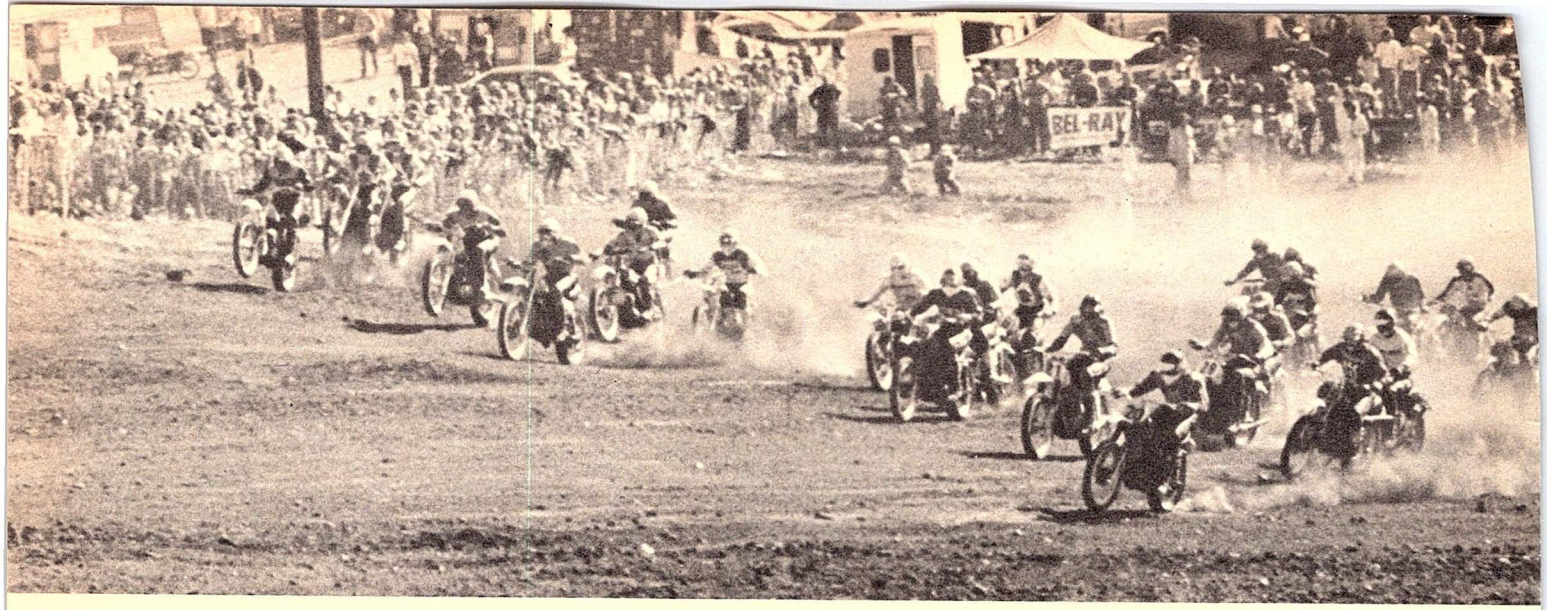
The restart was Aberg and Kring with a consistently fast starter, Rich Eierstedt, close behind. Roger was sitting about seventh or so and after a couple of laps started to methodically pick off the front runners. Aberg didn't look like he was about to be caught by anyone, but as his consistently bad luck would have it, he lost his chain. When he fixed it he remounted to finish fourth. Everts couldn't hold off the hard charging DeCoster, so he held a safe second and a sure overall win while Roger ran away from the rest of the pack. Steve Stackable, who finished third behind Everts, would have had an excellent overall had it not been for a costly first moto problem while running up front.

The weather and conditions



livermore

A BATTLE of the Champions started up between Canadian National Champion Bill McLean and his American counterpart Gary Jones at Livermore. Jones smoked him, naturally.



Eierstedt's (20) RC Honda outhorsed everyone on the uphill start of each Livermore moto.

Adolf Weil has a very nice pit crew.

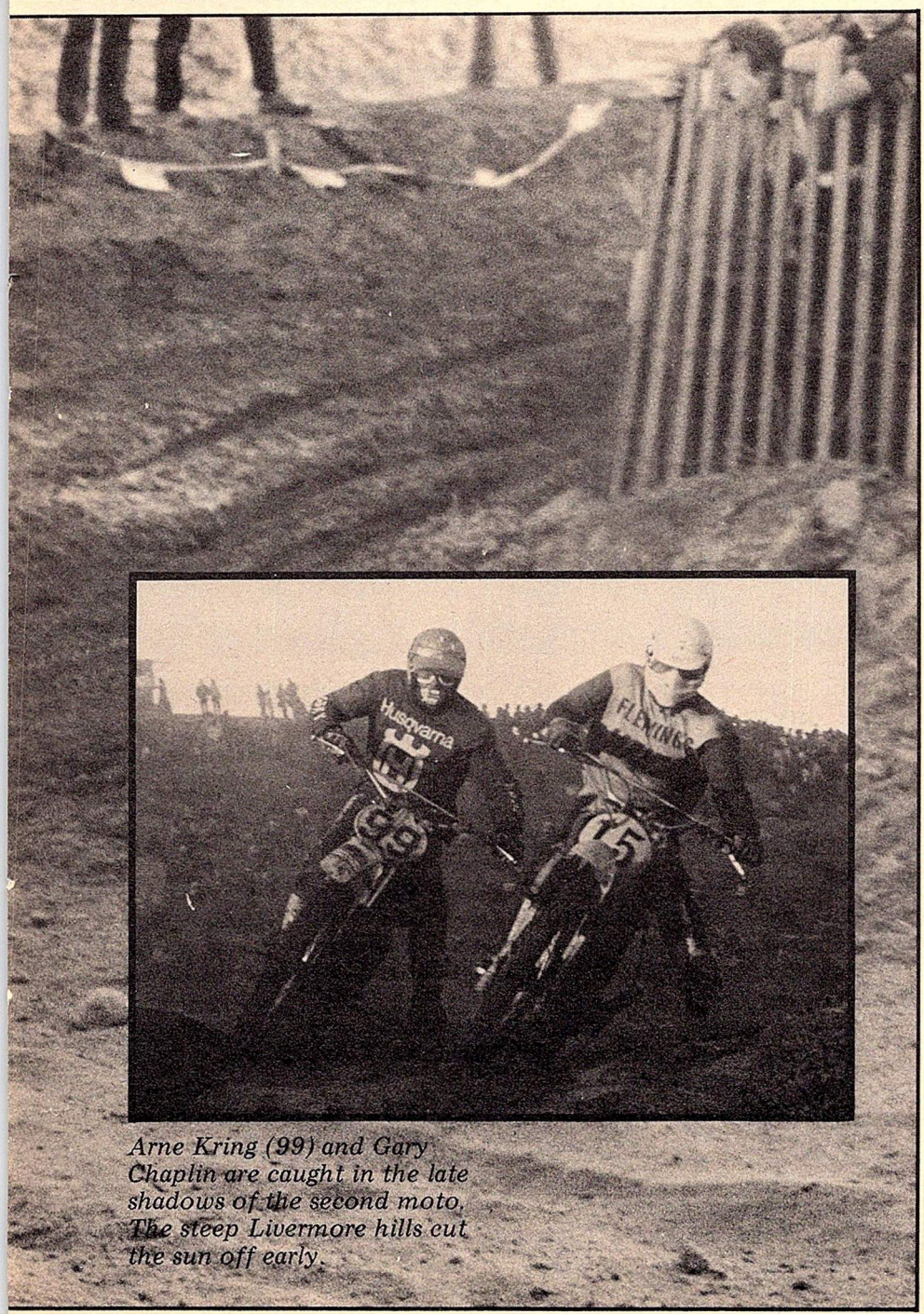
Mike Runyard WFO'd his way to first American rider of the day with a fourth overall placing and third Suzuki.

took a heavy toll on the riders and their equipment. Adolf Weil sat out the second moto as did Gerrit Wolsink, the number two man in the Trans-AMA standings. Rich Eierstedt had to quit the second moto when he went blind from the mud while running without his goggles in fifth place. It was a strange feeling for him when I tried to help him off the track, because he didn't know who was doing the helping or where he was being led. The ambulance crews attended to his eyes as well as to the eyes of a lot of other riders with the same problem.

At the end of the day's racing Everts had an overall and moved to third in the T-A standings behind DeCoster and Wolsink, with Pomeroy and Lackey completing the top five as the series moves to Livermore, California.

While we were sitting in the long and very slow line filing out of the park, we noticed a Rainier Beer truck, the event's sponsor, in front of us. A hasty negotiation garnered us a case of the excellent brew in trade for a magazine. Nice people, those Rainier folk!

Continued on page 46



Arne Kring (99) and Gary Chaplin are caught in the late shadows of the second moto. The steep Livermore hills cut the sun off early.

PUYALLUP RESULTS

International Class 500cc

1. Harry Everts (1-2) ..... Puch
2. Roger DeCoster (5-1) ..... Suzuki
3. Yukio Sugio (4-6) ..... Yamaha
4. Rich Thorwaldson (8-5) ..... Suzuki
5. Mike Hartwig (2-14) ..... Husqvarna
6. Vic Eastwood (10-7) ..... CCM
7. Mike Runyard (9-10) ..... Suzuki
8. Arne Kring (3-19) ..... Husqvarna
9. Gary Chaplin (12-11) ..... Maico
10. Sonny DeFeo (11-13) ..... Maico
11. Henning Hansen (16-9) ..... Yamaha
12. Steve Stackable (23-3) ..... Maico
13. Bengt Aberg (26-4) ..... Bultaco
14. Mark Blackwell (19-12) ..... Maico
15. Roger Harvey (17-17) ..... Cheney
16. Bill McLean (21-15) ..... Yamaha
17. Rex Staten (20-16) ..... Honda
18. Tom Kratzer (24-18) ..... Yamaha
19. Willi Bauer (6-36) ..... Suzuki
20. Brad Lackey (7-36) ..... Husqvarna

Support Class 250cc

1. Ken Zahrt (3-1) ..... Bultaco
2. Jim Turner (2-3) ..... Bultaco
3. Peter Lamppu (5-5) ..... Montesa
4. Rick Burgett (9-4) ..... CZ
5. Ron Pomeroy (14-2) ..... Bultaco
6. Ron Huffman (7-11) ..... Penton
7. Marvin Azar (12-7) ..... Bultaco
8. Marty Smith (6-14) ..... Honda
9. Lars Larsson (18-6) ..... Maico
10. Gordon Ochs (17-9) ..... Bultaco

LIVERMORE RESULTS

International Class 500cc

1. Roger DeCoster (6-1) ..... Suzuki
2. Willi Bauer (4-8) ..... Suzuki
3. Adolf Weil (16-2) ..... Maico
4. Mike Runyard (14-4) ..... Suzuki
5. Gerrit Wolsink (11-7) ..... Suzuki
6. Raymond Boven (9-10) ..... Montesa
7. Arne Kring (7-12) ..... Husqvarna
8. Vic Allan (12-9) ..... Bultaco
9. Rich Thorwaldson (8-13) ..... Suzuki
10. Rich Eierstedt (5-17) ..... Honda
11. Hans Maisch (20-3) ..... Maico
12. Brad Lackey (17-6) ..... Husqvarna
13. Yukio Sugio (15-14) ..... Yamaha
14. Gary Chaplin (18-15) ..... Maico
15. Gary Jones (24-11) ..... Can-Am
16. Sonny DeFeo (25-16) ..... Maico
17. Bengt Aberg (1-41) ..... Bultaco
18. Jim Weinert (2-41) ..... Kawasaki
19. Wayne Boyer (22-22) ..... Cheney
20. Rex Staten (3-41) ..... Honda

Support Class 250cc

1. Kent Howerton (2-2) ..... Husqvarna
2. Marty Smith (4-1) ..... Honda
3. Ron Pomeroy (3-3) ..... Bultaco
4. Bill Grossi (6-7) ..... Honda
5. Rick Burgett (9-6) ..... CZ
6. Gary Semics (5-13) ..... Honda
7. Dan Turner (15-4) ..... Husqvarna
8. Peter Lamppu (11-8) ..... Montesa
9. Robert Plumb (10-10) ..... Maico
10. John DeSoto (19-5) ..... Ossa

fmf: the engine builders

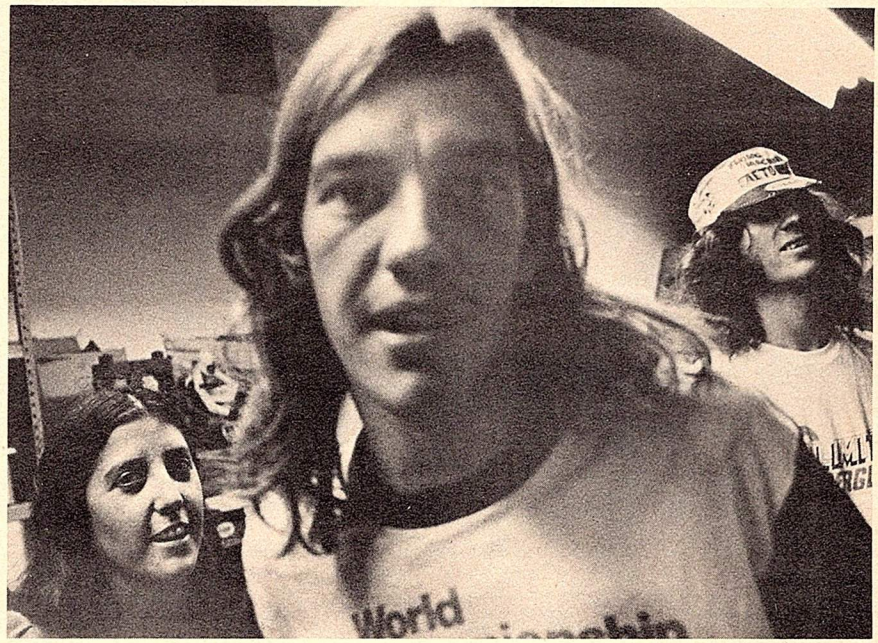
If you want your witch to work, you bring her to a witchdoctor, right? So, if you want your machine to fly, you bring it to the Flying Machine Factory.

By PAUL BOUDREAU

A couple of months ago we talked about hopping up your 125 for serious motocross competition. We said you could either buy a kit like the Noguchi Stage II for the Yamaha 125MX which didn't work so hot, or you could go to an engine tuning specialist and have the work done on the existing components of your motor.

This month, in our never ending quest for 125 grunt, we visited the den of one Donnie Emler and his merry band of spaced elves, busy at work building incredibly trick 125 motocross bikes, at their Southern California workshop known as the Flying Machine Factory. Simply stated, work at FMF represents state of the art. Don Emler's engine work and pipe building has attracted the attention of different factory racing efforts such as Yamaha and American Honda and most notably, National Champion Marty Smith.

FMF's specialty is building Honda 125s so we tossed them a curve by dragging in Paulette's notorious Motocross Action Project Suzuki to be done. "No problem," says Uncle Donnie. "All the Japanese 125s are about the same. We'll use the same cones as the Honda for building the pipe and dial in the ports according to our secret formula. And I'd suggest a bigger carb so that baby can breathe, 'cause when we get through with it, it's going to need to breathe."



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With that preamble, Flying Machine Factory started to work on our precious mount. (No, not Paulette, the *Suzuki*.) A lot of an engine's low-end and mid-range performance comes from the design of the transfer ports. FMF opens the case end of the transfers as much as the casting will allow and then takes a deep cut into the cylinder wall all the way up to the bottom of the piston stroke. They leave the cylinder end of the port alone.

"Yeah, they come pretty radical stock," says Uncle Donnie. "We don't mess with them too much. But now they'll take a big charge so we've got to get more gas into the cases. We have to increase the intake duration."

This is done by either cutting the piston skirt on the intake side or lowering the intake port. So doing, they next went to work on the exhaust port.

"This gets tricky here. You can get a big boost in horsepower by raising the exhaust port just a little, but it gets too pipey for motocross. In your case we're just going to widen them at the brows a little. On some bikes we'll raise the exhaust a millimeter or so and then mill the head .020 to make up for the compression loss."

While this work was being done, Donnie explained to us how changes in porting affect engine performance. Increasing intake duration (making the port bigger, lower or wider) will help to fill the crankcase better (up to a point, that point being about 150-degrees open duration) so that more gas/air can be transferred. The trick with

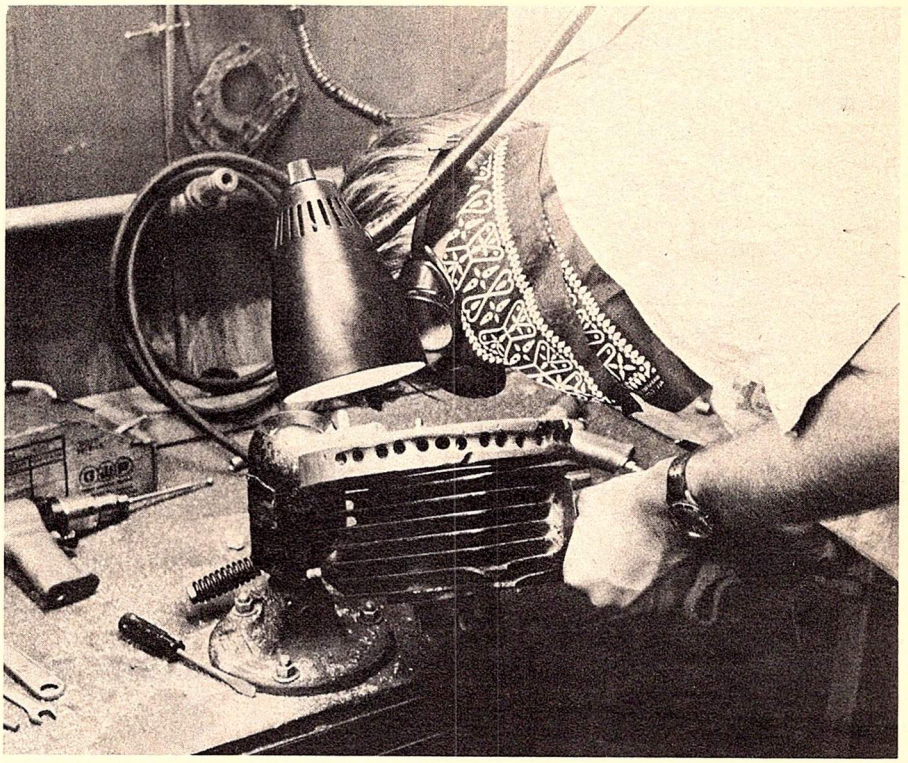
1 *Machine man Don Emler flanked by customer Paulette and racer/pipe builder Dave Miller. Dr. Pepper, pinball, ports and pipes make the FMF happen.*

2 *Port grinder Steve Haag goes to work. A proper porting job takes up to four hours. When it's over, the barrel is ready to go but the guy who did it is exhausted.*

3 *The transfers are opened to the limit and cut into the cylinder. Their surface is left rough to encourage a more turbulent gas flow to the top.*

4 *The exhaust port is widened slightly and polished to a mirror finish so carbon won't build up.*

5 *A pipe is born.*



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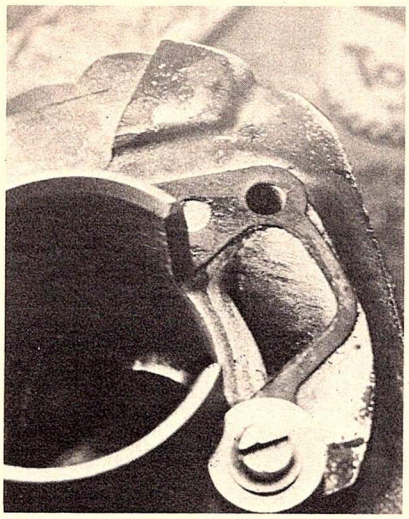

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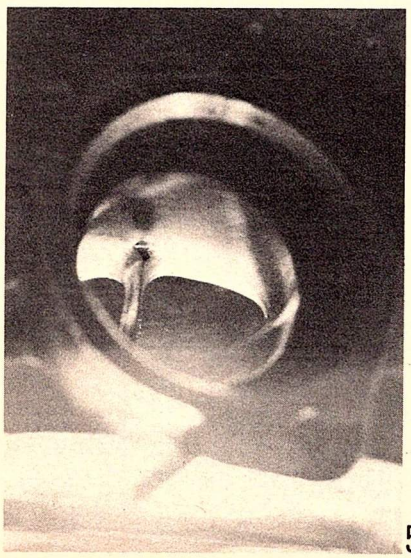

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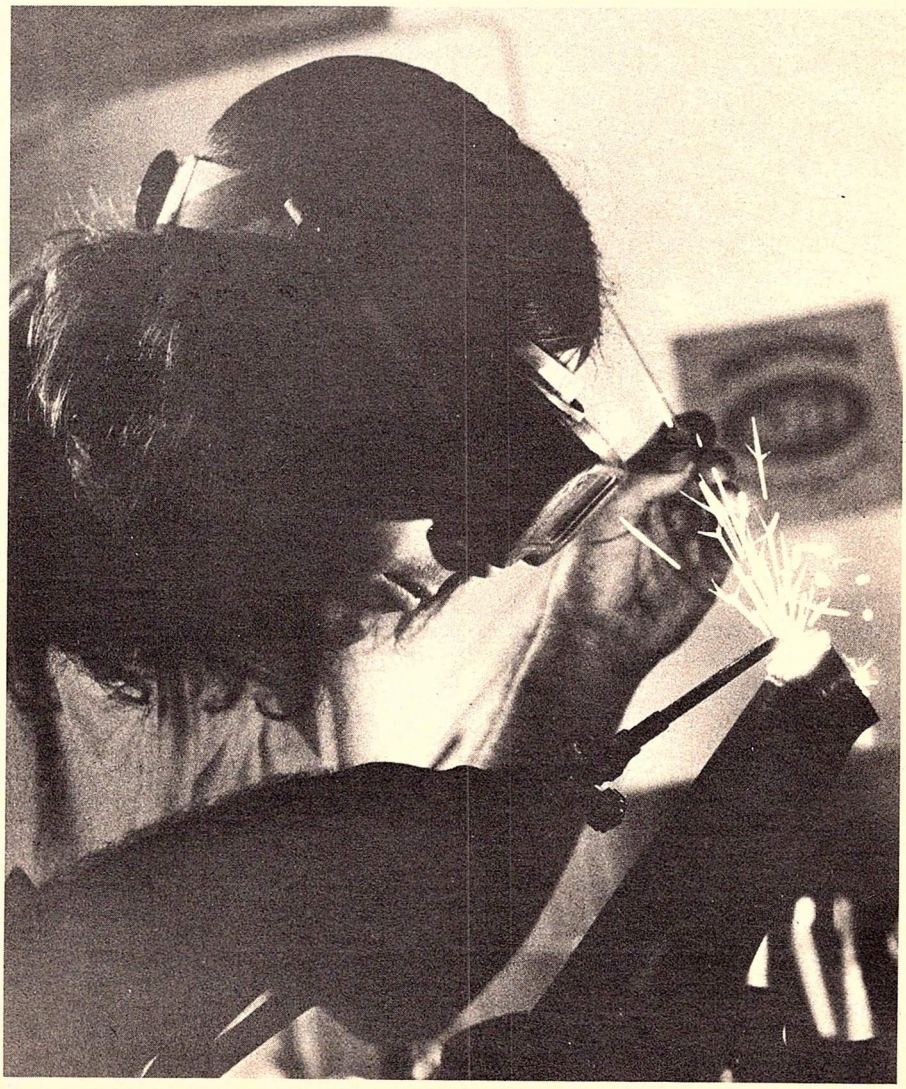

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transfers is to get as big a charge as possible into the combustion chamber. Size, number, symmetry and angle of entry are all critical when designing transfer ports. Exhaust port open duration determines the rpm at which peak power will be realized and what that peak power will be. Too wide an exhaust or transfer port will break rings. Too narrow a bridge on a bridged exhaust port will cause the piston to seize. Boost porting (digging a cave in the rear of the cylinder wall and feeding it through a hole in the piston) improves power output but cuts piston life. FMF is just starting to experiment with combustion chamber shapes and cylinder head designs. "They make a big difference," says Donnie.

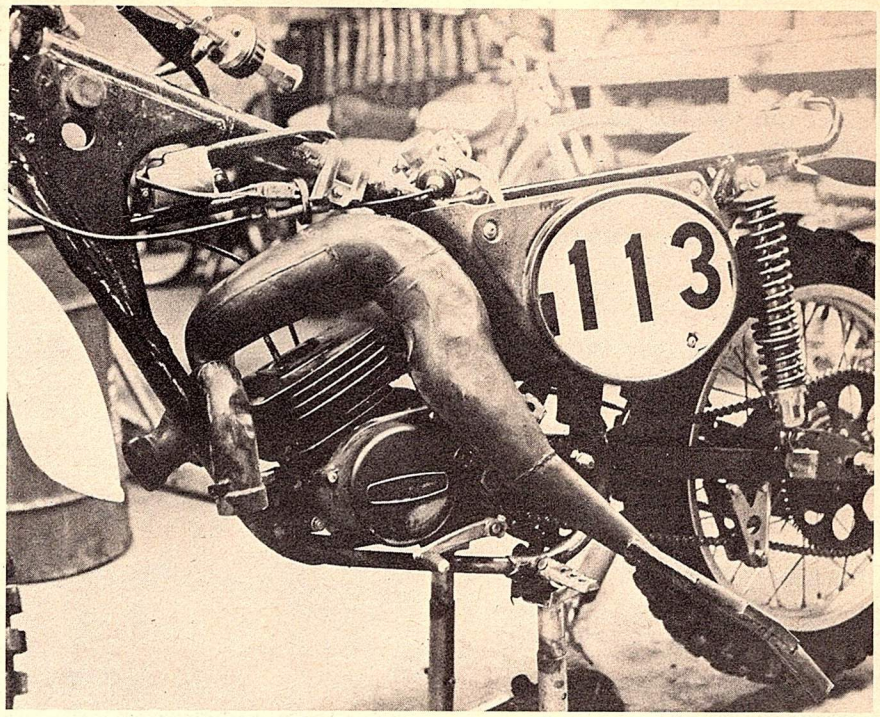
"But the pipe makes the biggest difference," he goes on. "The porting sets you up, but the pipe makes it happen. You can get the biggest charge in history to your combustion chamber, but if your pipe doesn't send that compression wave back just at the right time, all your power just drains out the exhaust port."

FMF likes to keep their 125 pipes short and fat for a broader powerband. They developed the 34-inch tuned length for the 56 x 50 Japanese 125s from a go-cart pipe. Working with a go-cart is easier because the pipe is straight and pure without all the bends needed to fit a bike. Working out the final tune required weeks of cutting, welding, testing, changing, testing again until the design was right for motocross. "We sure blew up a lot of engines before we got it all together," says Uncle Donnie.

Our pipe only required about 15 minutes of welding up the formulated cones and fabricating a mount. The results of the four hour operation (it takes *at least* three hours to properly port a cylinder; there's a lot of work involved) was an extremely strong power output that came on very early and lasted all the way up to the ignition limit, which is around 10,000 rpm on the TM125. "FMF pipes don't dyno out to a very high peak horsepower reading. In fact, our pipe shows two horsepower *less* on the Honda than with the stock pipe. But see? That's where the other pipe builders are blowing it. They're going for those high readings that look good in the magazine ads but don't do shit on the track. Our pipes put out more power over a wider range and that's what counts on the motocross track. Ask Marty Smith."

We did, and the National 125 Champion said he wouldn't use any other pipe except FMF's. We agree. The factory Honda 125s had bad cases of the slows before Uncle Donnie got hold of them.

The advantage of bringing (or mailing) your engine to a tuning



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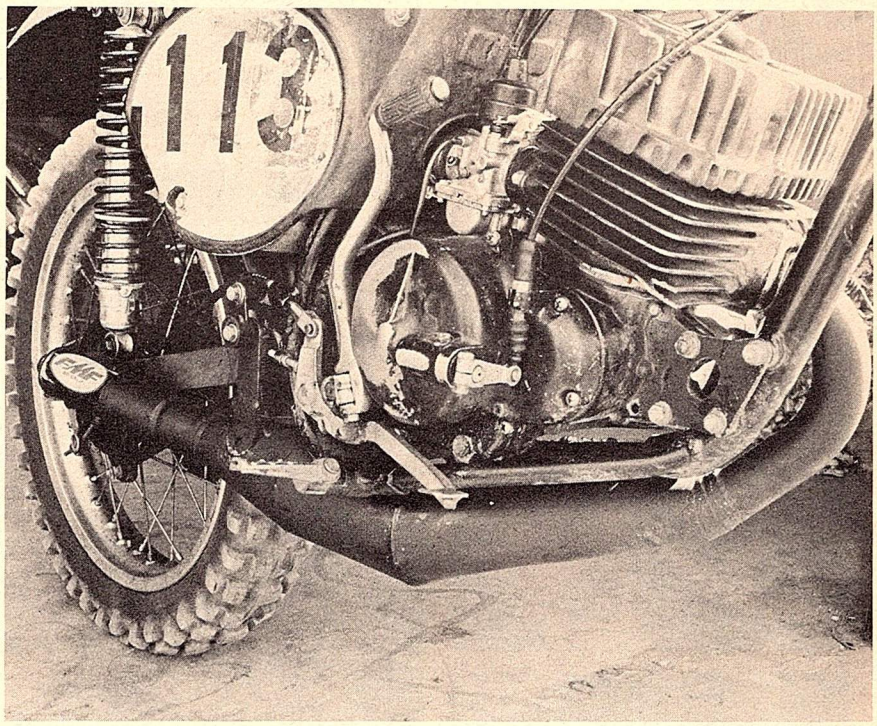

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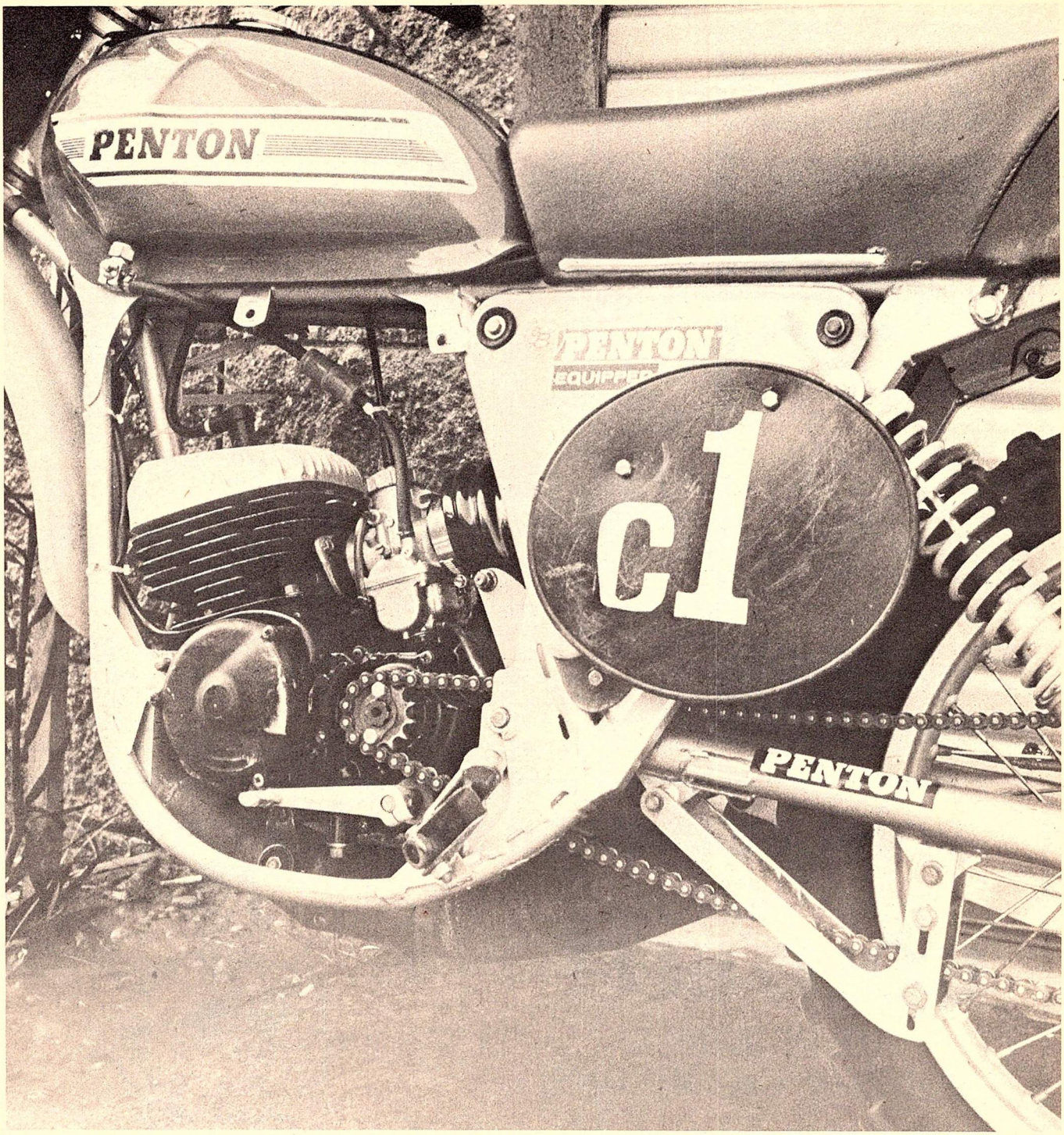
6 *Early designs failed.*

7 *The finished product: Strong and fast for only $115.*

8 *A highly successful machine running the Southern California racing circuit has been the FMF designed Penda, a Honda engine in a Penton chassis.*

9 *Although everything worked well with the stock carb, this 30mm Mikuni conversion kit from Cycle Products West made the longer intake duration really pay off. Price: $49.95.*

8



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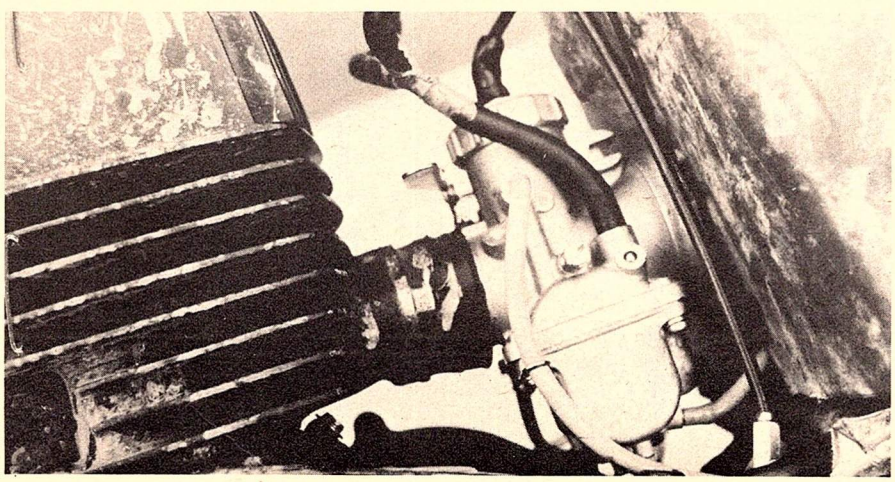

specialist, rather than buying a kit, is this: A tuning specialist can dial in your motor right where you want it. He can go as radical or as mild as you ask him. You're the boss. Plus, it's a matter of economics: A hop-up kit runs around $300, while FMF will port your barrel, mill your head and build you a pipe for $115. Just think what you can do with the $185 left over.

Besides, if you go to FMF, you can drink Dr. Pepper and play a little pinball while you're waiting. It's a hot shop. *

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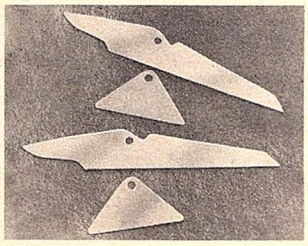

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PUYALLUP/LIVERMORE

Continued from page 41

LIVERMORE

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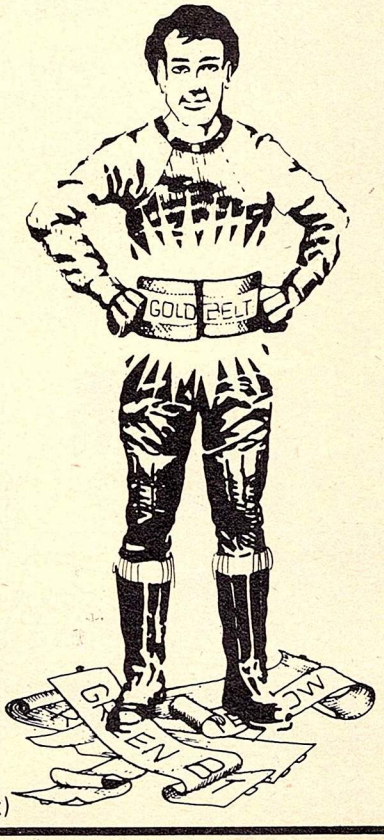

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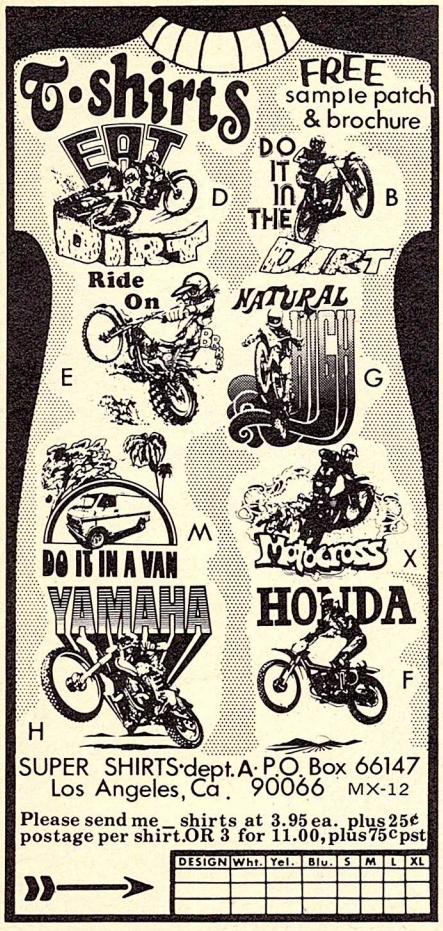

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terrain, if it's used effectively. Unfortunately, the track was prepared poorly and everyone was passing the buck as to who was at fault. The AMA said that they are understaffed to be as on top of a situation, such as course preparation, as they should be. The promoter was a promoter in dollars and cents knowledge, not motocross racing. It was an investment to him, but he thought he was being taken care of and everything was being handled.

Last year's event, held at this same track, was judged by the riders to be the premier course in the series and a true test of a rider's ability. This year they (mostly Europeans) thought it was a joke, besides being very dangerous.

The track had been thoroughly disked and was being run backwards to its regular use. The natural off-cambers had been built into banks and sweeping turns. The bumps had been leveled. Insufficient water had been applied, causing the course to turn into a blinding dust bowl that was

Continued on page 60

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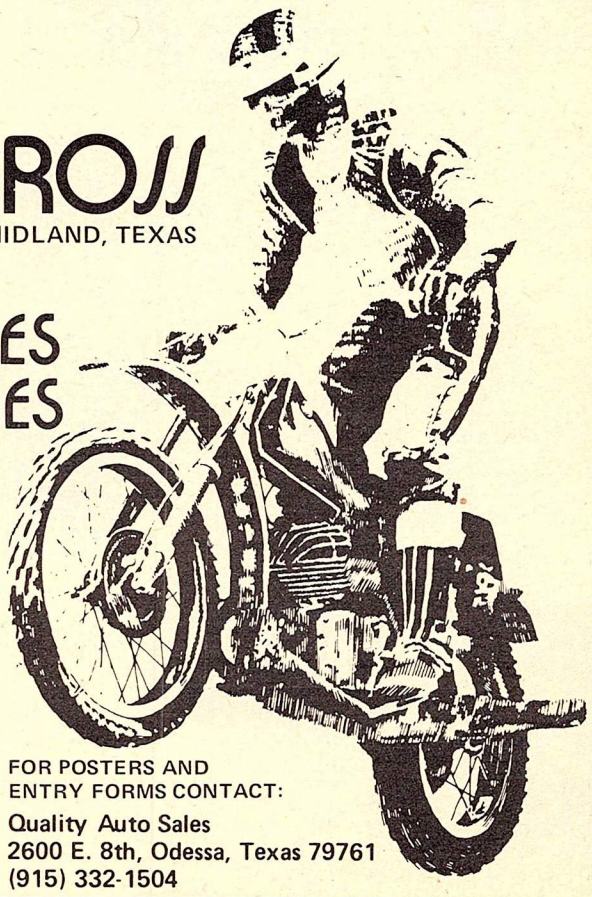

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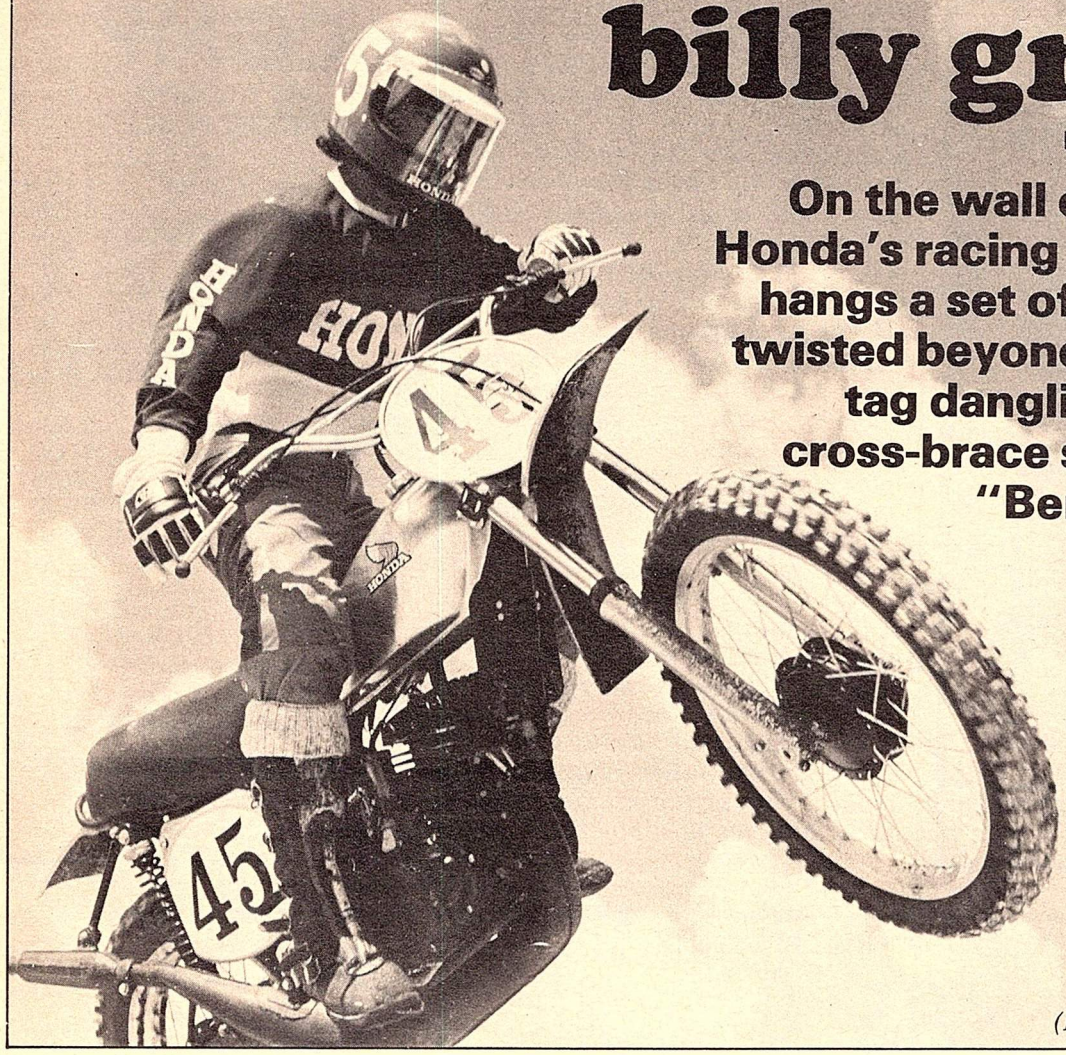
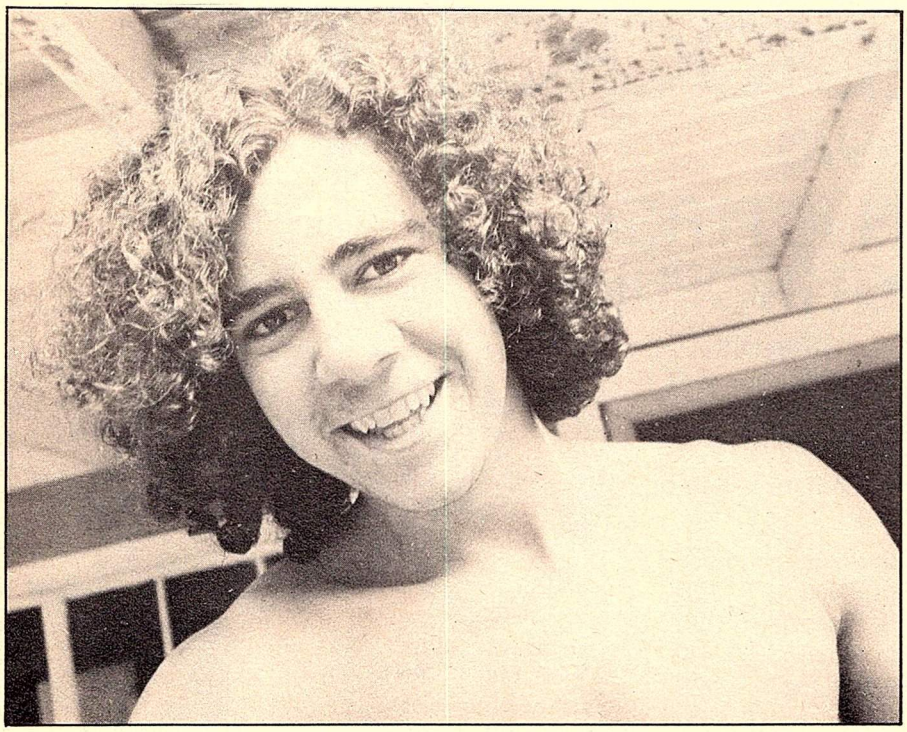
billy grossi

By PAUL BOUDREAU

On the wall of American Honda's racing department hangs a set of handlebars twisted beyond belief. The tag dangling from the cross-brace says simply: "Berserko Bill."



(Photo by Jim Russell)



"My all-time goal is to race in Europe and be World Champion."

In the short history of American professional motocross there is emerging a distinct stratification of age, talents and abilities that cast the men who ride the bikes. As is usual the cream rises to the top. Picking themselves from positions relegated to them by the onslaught of youth at the beginning of each season, perennial stars like Gary Jones, Jim Weinert, Rich Thorwaldson, Gary Semics, Mike Runyard and Tim Hart work their way to the top using experience and finely tuned bodies to score consistently high finishes, the key to National Championships.

Next step down from the champions are the experienced adolescents, the guys like Tony DiStefano, Marty Tripes and Jim Ellis who start their careers at an early age, hone their abilities through teen-agership and emerge as the most likely candidates to be

the "new" champions. Tremendously talented, they account for most of the first-place finishes, but lack a certain ingredient to string them together for a title. Their year is always next year.

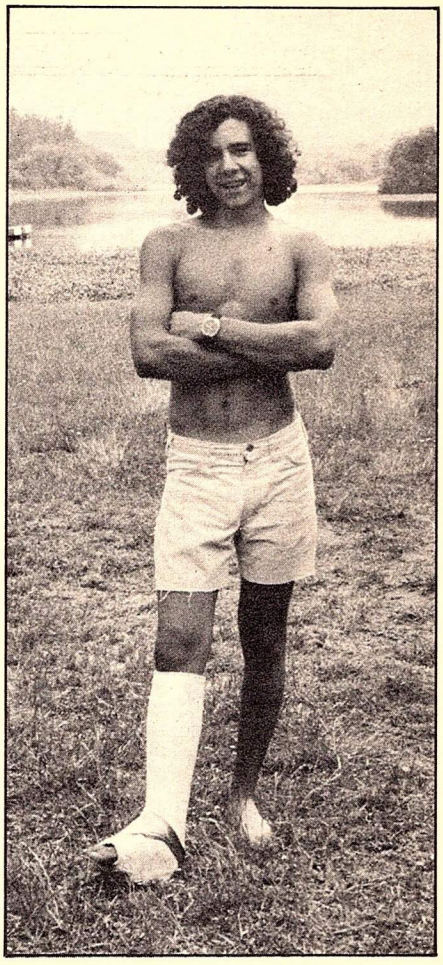
Finishing at the bottom of the order, after more than likely starting at the top, gaining the most play from the press, garnering the instant adoration of the youthful motocross cult and copping some lucrative Japanese contracts are the young lions, the *enfants terribles*, the berserkers who know only one operational status: Hold it wide open, pass 'em where you see 'em and win the race or crash trying. Their year comes, too, but nobody ever bets on it.

At the beginning of last year, one of these infants, a curly-haired 18-year-old with a rag doll face who somehow looks smaller than he really is, opened up such a devastating point lead in the AMA national standings that it wasn't till several weeks after he dropped from competition with a broken

"I know I can win."

"I just hold it wide open."

(Photo by Pete Szilagyi)



leg that his number one spot fell. Billy Grossi never held the tag of being Bob Grossi's little brother, a label other racing brothers have trouble shaking, probably because the injured Bob wasn't casting a shadow that year and Bill looked from the start to be able to eclipse his brother's accomplishments. Billy is his own force, and indeed, a force to be reckoned with.

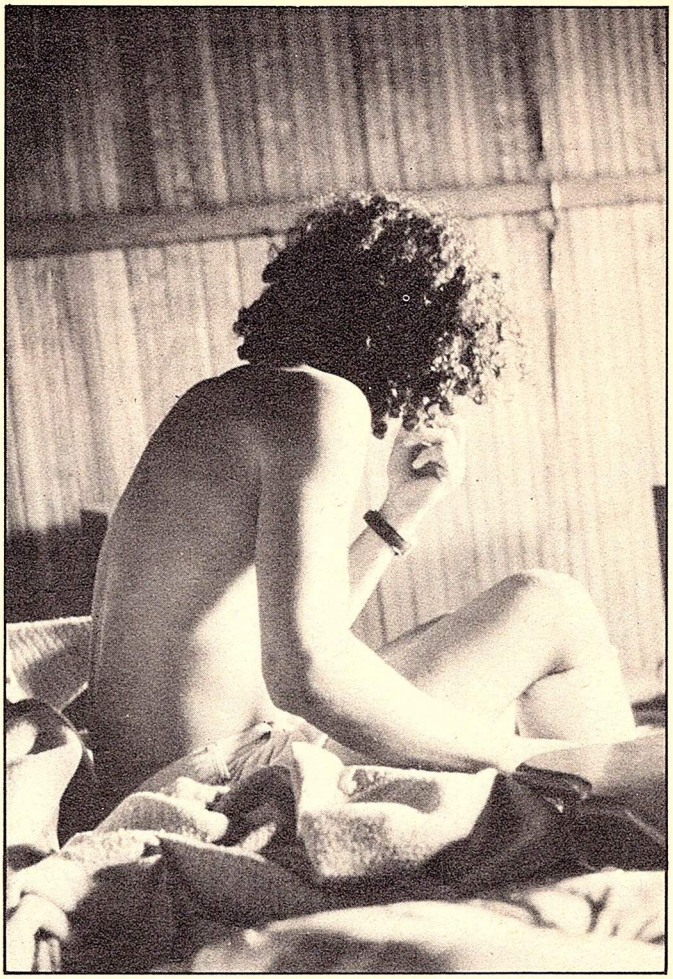
After burning up the local tracks near his home town of Santa Cruz, California, on sundry makes such as DKW, Husqvarna and Montesa, Billy sought direction first by spending a week at the Husqvarna International Training Center near Carlsbad, and then by picking up a contract with Kawasaki to race the national circuit.

From his first bite of national dirt there was little doubt about Li'l Gross's ability to go fast; it was WFO, win or crash, or break, for although Bill didn't crunch bikes like some of his heftier, more hard-riding competitors, his "keep it screaming" style froze an ungodly amount of engines.

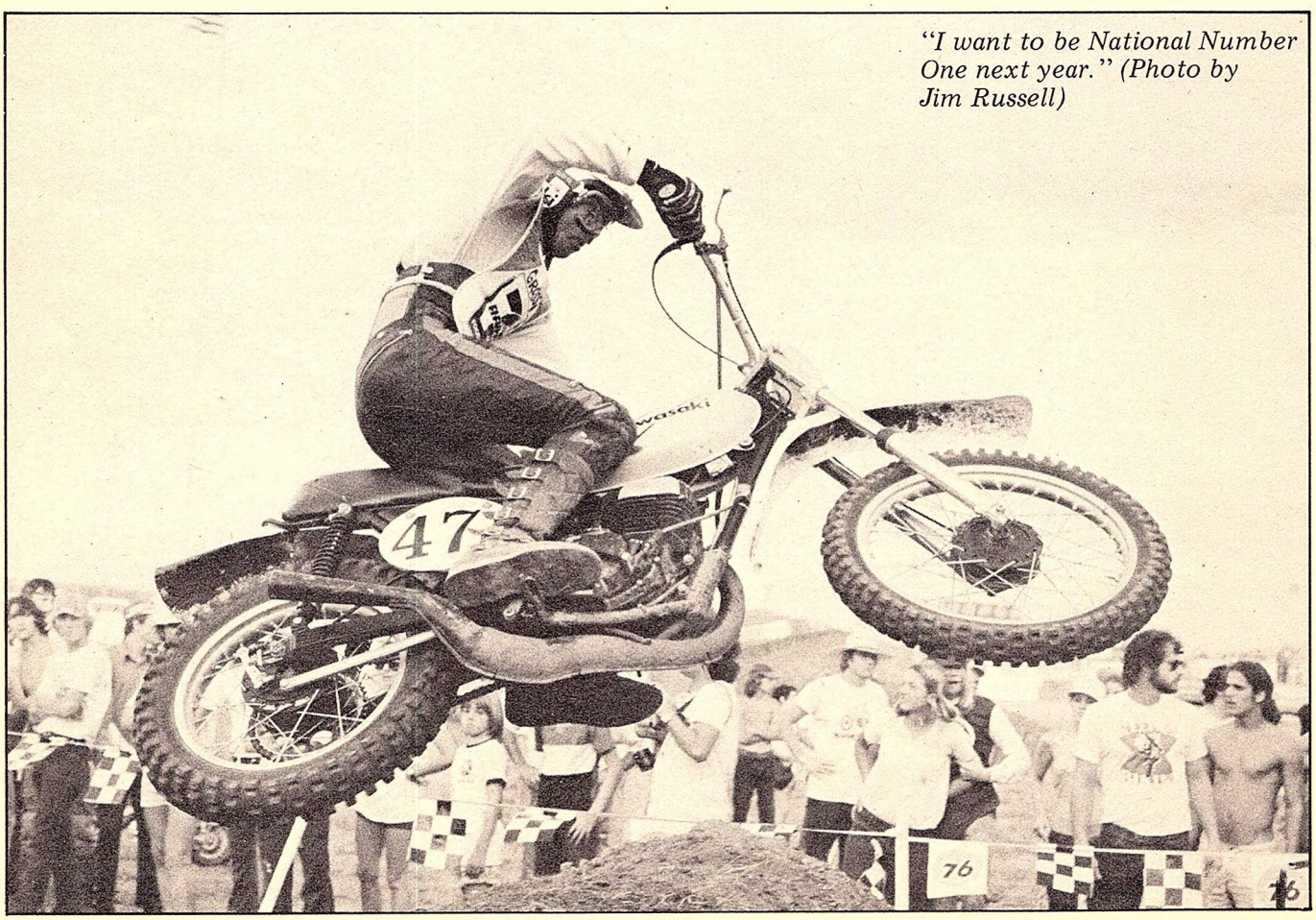
After punctuating his national season with an open class win at Unadilla, Kawasaki plugged Bill into the 250 support class of the 1973 Trans-AMA to hold the green line against an incredibly strong Bultaco team and one Rich Eierstedt, Honda's brightly shining star.

The battle lines were drawn, after Tom Rapp was slowed by

This is Rick "Jojo" Johansen. He's Billy's friend, roommate and mechanic. They go together like tuna and onions. Speaking of tuna, the one with the dark hair is Paulette.



"I want to be National Number One next year." (Photo by Jim Russell)



"Sometimes I scare myself."
(Photo by Jim Russell)

injuries and Doug Grant was eliminated, between Eierstedt and Bultaco's Bryar Holcomb. Grossi was the spoiler, getting bad starts, rapidly closing in the short 20-minute motos, then blazing by his two opponents only to disappear over the top of a berm or blow up an engine. Even at the mini bike races he'd go faster than anybody, but would fall two or three times . . . a lap!

When Eierstedt was hot, he could stay with Grossi. "Most of the time I'd be in second and Billy'd be in the lead. At first I'd try to catch him because, well, that's what you do. But after a few races I realized that sooner or later he was going to crash or seize, so if I got behind him I'd just cool it and ride my race, and sure enough, I'd come around and he'd be lying on the side of the track. I couldn't count on it *all* the time, but it was a pretty safe bet. We had some pretty good races, though."

Says Grossi of the match-up: "Richard was the best guy to dice with. He's really fast. Not the fastest, but I think he could be. On the Trans-Am his bike made a lot of difference. It never broke and he had the top speed. One race in Ohio we must've passed each other ten times."

Although Billy could catch and pass Holcomb without too much sweat, Bryar's ability to grind out consistently fast laps kept him in or near the lead and out of Billy's way. Once, however, at Phoenix, where the track swoops down a long hill and dips into the edge of a small pond, Billy recalls, "Me 'n' Rich got a really bad start, like dead last, and Bryar got the lead. So I really gassed it and caught up to Bryar and we were going down this hill side by side. He was kinda out of shape and I was out of shape and there was this slower guy in front of us and either he woulda hit him and crashed or he woulda knocked me off, so I

Continued on page 68

R. STATEN
36

saddleback: the end

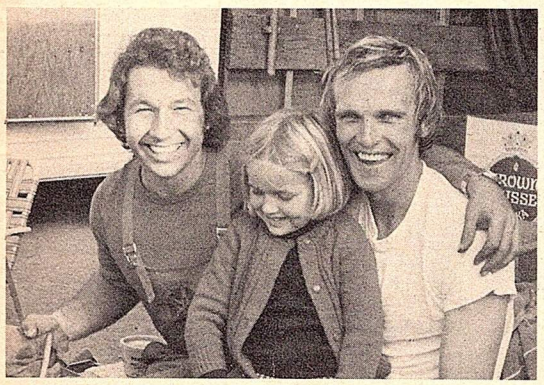
Pierre Karsmakers could've won both motos in his super-psyched condition. But Roger DeCoster had a hankerin' for some fun, and when Roger gets a hankerin' . . .

By PAUL BOUDREAU

The rest of the riders, the best in the world, just had to shine it on. At the start of the second moto, the Belgian assembled all the frustrations and disappointments of the past season for a final thrust at the final moto of what he thought could've been his final year. The crowd of 14,000 collectively craned their necks and shouted approval as a glint of sunlight sparked off the bright yellow helmet of their hero, Roger DeCoster, cresting the start hill at the head of the pack.

Briefly, Adolf Weil violated lead space, bringing to mind his double win here last year, before a bike-bending loop-out left him sitting down for a lap. That left DeCoster securely and undeniably in the lead, with Jim Pomeroy second and Karsmakers third. Thus the whole enchilada rested on whether Pierre could pass Pomeroy, since the three had finished the first moto in reverse order.

While this drama unfolded, Jimmy Ellis, the quiet, unassuming country kid from Cobalt, Connecticut, was punctuating his first Trans-AMA series with an outstanding performance. Without the benefit of a greening season in the support class and riding an unproven "development" 360 Can-Am, Ellis had held fifth against National



Bill Butchka, Pierre's mechanic, and Natasha, Pierre's little girl, are mighty happy with their winner, Pierre.

When Roger DeCoster is riding loose and easy in the lead, there's not another sight like it in motocross. Traffic kept him away from the lead in the first moto, but the second was all his.

OPPOSITE PAGE: A RATTY RUNNING BIKE and a practice endo kept Rex Staten out of contention. He'll ride for Maico next year.

saddleback

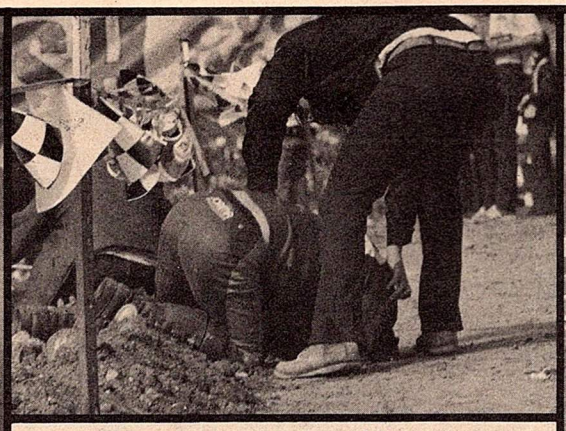
Champion Jim Weinert in the first moto until a broken shock crippled him, and was now dogging Karsmakers. Even though the Dutchman was straining to overtake Pomeroy, Ellis stayed right behind until late in the 45-minute heat when fatigue, a broken pipe and Gerrit Wolsink caught up. This kid has shown more talent and poise in his rookie season than many of our veteran riders have shown in their entire careers.

Karsmakers had demonstrated his dominance over Pomeroy in the first moto when Jim moved his Bultaco to within striking distance of Pierre's lead. "I got the signal that Pomeroy was moving up so I turned the gas up a little, you know? Just so he couldn't get too close."

With the same casual ease, Pierre turned it up again and moved by Pomeroy to take over second place and the overall win for the day.

But out front and stylin', Roger DeCoster was displaying racing talents that only the Belgian super-crosser possesses. When American spectators go to an international motocross, they go

Pushing off for the final support moto, Kent Howerton scores first dirt. Kenny Zahrt (402), master of the holeshot, sits a little differently on his Bultaco.

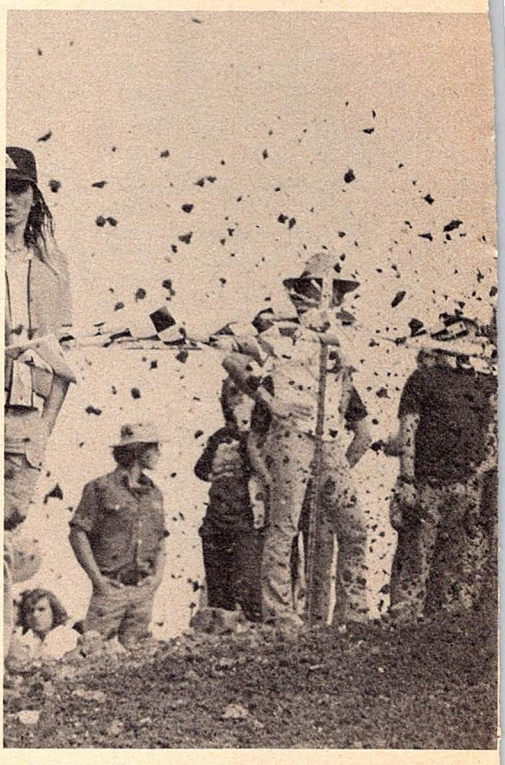


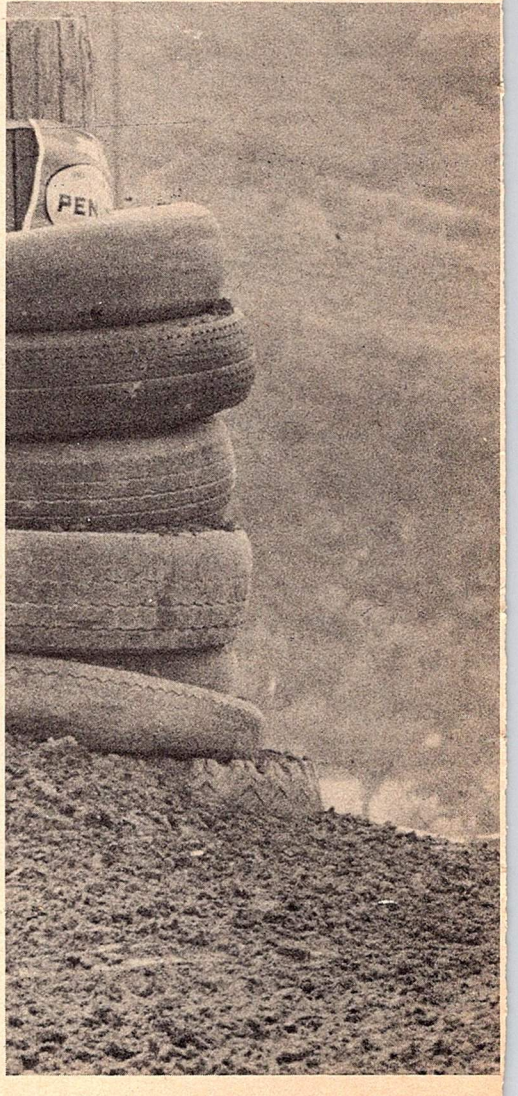
Arne Kring was up to his old tricks again. A handlebar in the ribs had him stopping periodically to refocus his eyes on the long walk back to the pits.

Kenny Zahrt and John DeSoto had an excellent dice going in the support class until John seized and Kenny lost the urge.

saddleback

Pierre chased Pomeroy with a diligence that was matched only by Jimmy Ellis's diligent pursuit of Pierre, and Wolsink diligently ran after all three. In the end, everybody passed everybody else.

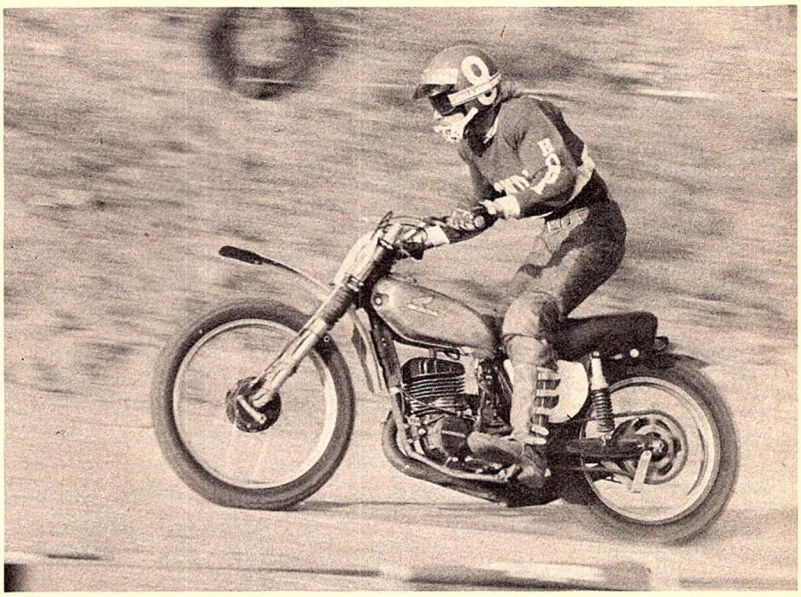




Weinert remarked after the race that it was the first time his luck had stayed with him long enough to get to Saddleback in one piece The way his luck went at Saddleback, he should've stayed home.

Brad was gassin' it but his Husky ate a gearbox.

Saddleback Park's Banzai Hill is a lot of hype. The only reason they never use it other than for Trans-AMA is because it's a bitch to water. Nonetheless, 25 times a moto the bikes take an awful bending at the bottom. Honda supplied Gary Semics with an old RC for the final two events.



Of all the riders who came through this turn, only Aberg had it knocked over farther than DeCoster. The duct tape on his handlebars is to keep the cables from hanging up on the clamps.

to see DeCoster ride, and Roger gave them their money's worth. Smooth, fluid, precise; you could put a nickel on his line and he'd hit it every lap. Where other riders drove through a rough section bumpity bonk bonk, Roger just went zzzzzzz. Like a computer, each turn was perfectly scribed, each jump precisely executed, each lappee dispatched with such ease as to make you wonder if he really had to pick a new line to do it. You watch Peggy Fleming skate or Hank Aaron hit a baseball or O.J. Simpson run with a football and you're seeing people having fun doing something better than anybody in the world. Roger DeCoster does it best. *

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1. Pierre Karsmakers, U.S.A. (1-2) .. Yamaha
2. Roger DeCoster, Belgium (3-1) ... Suzuki
3. Jim Pomeroy, U.S.A. (2-3) .....Bultaco
4. Gerrit Wolsink, Holland (7-4) .... Suzuki
5. Willi Bauer, West Germany (6-6) .. Suzuki
6. Adolf Weil, West Germany (4-15) .. Maico
7. Rich Thorwaldson, U.S.A. (10-12) Suzuki
8. Hans Maisch, West Germany (5-17) . Maico
9. Gary Jones, U.S.A. (15-10) ..... Can-Am
10. Vic Allan, England (11-14) .....Bultaco

250 Support

1. Kent Howerton ..... Husqvarna
2. Ken Zahrt .....Bultaco
3. Terry Clark ..... Husqvarna
4. Gary Semics ..... Honda
5. Bruce McDougal ..... Honda
6. Peter Lamppu ..... Montesa
7. Dan Turner ..... Husqvarna
8. Robert Plumb .....Maico
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PUYALLUP/LIVERMORE

Continued from page 47

filled with silt pockets of over a foot deep in many places. If you were on the downwind side of the course you suffered the same as the riders, except that they had enough sense to wear goggles. It was a fiasco. What should have been the best race of the series was a rip-off for both spectators and riders, especially at seven bucks a head. Light Brown, the Nat'l MX referee, accepted some constructive criticism and had the course changed in a couple of locations to alleviate dangerous conditions, but the situation was already too far gone for him, or anyone, to shape. At the end of the first moto, Roger DeCoster and Gerrit Wolsink were so disgusted that Gerrit said he'd had it for the Trans-AMA in the U.S. and Roger said it was up to me (meaning news media) to call attention to situations like this. He said, "They as riders are unable to cope."

Roger DeCoster and Kent Howerton signed wrap to the Trans-AMA series in their respective classes by winning the Livermore event, putting them out of reach to any challengers with one race remaining.

The Livermore "dust bowl" had other surprises and some consistencies. Mike Runyard, with a 14-4 finish, emerged as the top American when the day's racing was over.

Bengt Aberg, assured of an overall with two laps to go in the second moto, blew a gearbox and coasted to the white flag, not being able to continue. His incredible string of bad luck in this Trans-AMA series was not showing a sign of letup.

Rich Eierstedt jetted off the line on the long power uphill starts and showed a strong field of factory riders that the "works" Hondas are very potent machines.

Jim Weinert almost pulled off another Trans-AMA event win for an American. He was really charging midway through the first moto and had it not been for a determined Aberg he might have done it. His second place finish went for naught because of a troubled second moto. He wasn't alone!

Adolf Weil was the only non-Suzuki rider in the first five overall. As it was, DeCoster, Raymond Boven (Montesa) and Willi Bauer were the only three riders to come up with anything consistent for the day, as each had first ten finish positions. It was an incredible day of breakdowns and crashes and consistency paid off in dollars at the pay window.

Harry Everts had his oil drain bolt fall out of his Puch in the first moto but got it shaped in time for a fifth place finish in the second. Coming off a win last week, he mentioned that the course was much too fast for him

Continued on page 67

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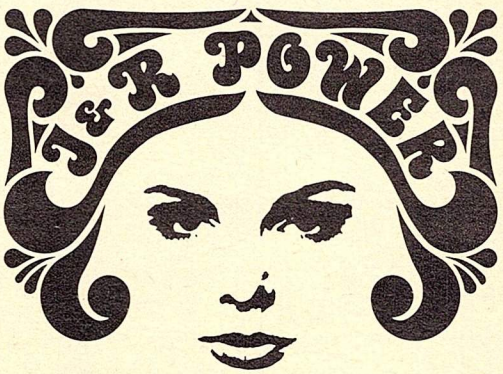

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TEXAS

Continued from page 25

and he picked his way to fourth. DeCoster was second, Andersson third, Pomeroy fifth.

Between motos, rider consensus held that additional improvements would have to be made on the track. More luck than skill was required to complete a full lap without catastrophe, and the narrow, greasy hillsides were funneling the six-deep crowd of spectators onto the track like so many otters playing on a snowy bank. Knobby-imprinted spectators doth many a lawsuit make.

Compromise No. Two, suggested by the riders, lengthened the water crossing, but made the exit up the hill more easily approached and executed. The shovel brigade went to work.

Ake clearly had the upper hand going into the second and final moto. He was riding exceptionally well today and was a good bet for the overall. Fate, however, put Jonsson in the middle of the pack on the long start straight where he got mixed up with another bike and went through the fence. Off to the hospital with a suspected broken leg; just a sprain as it turned out (trackside diagnosis is a yet-unperfected skill).

Pomeroy took an easy lead and held it, and crowd favorite Steve Stackable moved through the pack on DeCoster's tail. Through the first moto, the spectators watched with all the excitement of a bunch of interns observing an autopsy, but with Bimbo in the lead and Short Stack's Maico sounding healthy, their mood improved considerably. The sun came out, too. Belgian Harry Everts on a Puch that looked as Japanese as a Panasonic followed Pomeroy; then Roger and Stackable.

The new course layout was better than the original, but several riders still got into big trouble, most notably Mike Runyard and Jim Weinert. They stood next to their waterlogged machines like disconsolate "B" enduro riders, but with visions of winged hundred-dollar bills flying off into somebody else's wallet.

If Pomeroy could win the moto and the remainder of the top five held their positions, he would

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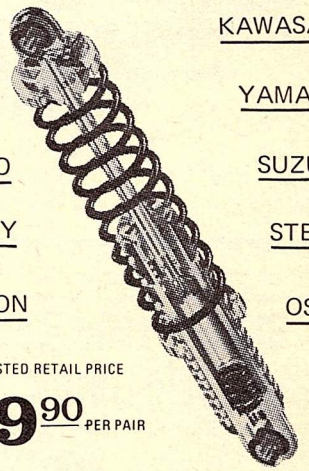

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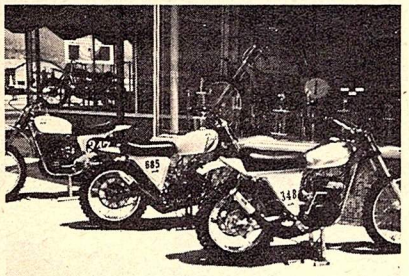

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TEXAS
continued

have second overall behind DeCoster. Not bad; it would pay for tacos on the way home and give him a good edge over Brad Lackey, who was only a few points behind and enjoying so-so luck at Whitney. Next Sunday at Puyallup he would be at his home track with a good chance to pass Everts and maybe Wolsink in points. There but for fortune went Jim Pomeroy. His chain came off, and before he could get it back on he was in 20th place. Everts won, DeCoster was second, Stack third. A pair of seconds gave Roger top money, Everts second, and again Stack third for top American.

In case you've been asleep for the last 150 years, let me tell you that Texans display more than the usual amount of allegiance to others of the same geographical persuasion. Stackable's third overall was just wonderful, even if it had to come at the expense of Pomeroy, but San Antonio Support rider Kent Howerton's absolute domination was more thrilling than a pint of bourbon and a Dallas Cowboys game. Kent, to use the vernacular of the area, chopped some tall cotton. His Support points lead was being seriously challenged by California Honda rider Marty Smith and he desperately needed a good ride. So far the Support class was a two-man show.

Howerton, on his cantilevered 250 Husky, got a mediocre start in the first moto, but within a few laps had the lead grappled from Ken Zahrt. Smith, who seemed to be having trouble with the wet track, finished third behind Oregonian Rick Burgett. In the second moto, Howerton took an earlier lead and had lapped his way to the second place man before the race mercifully ended.

Most of the riders, I suspect, were mighty happy that the midwest part of the Trans-AMA was finished. Much mud, much grief. Some individuals, on the other hand, thought Whitney was the high point: Howerton's mother cornered me in the parking lot and laid the biggest, slurpiest kiss ever on my cheek, and "Pop" Stackable floated all the way back to Austin on a cloud. *

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BULTACO

Continued from page 30

Hmmmm. That rear fender only has about one more race on it before it cracks all the way through. Shouting at the front fender makes it fall off. Fiberglass fenders are really screwed. I think the Spanish fiberglass cartel is closely allied with the Pirelli tire monopoly and they've got the motorcycle industry by the shorts for some reason. If Preston Petty ever went over there to do business, he'd probably be assassinated before he left the airport. Injection molders of the world, unite!

Now the throttle cable. This was really funny. The engine head stay passes right over the giant 36mm Amal carb, but has a big hole in it, presumably so the top can be taken off the carb and the slide removed for refitting or a cable change. Not so. The cap comes off fairly easy, but the slide doesn't quite make it. Therefore, as always with Bultacos, the carb must be completely removed to change a cable or jet. In the past this was a major undertaking,

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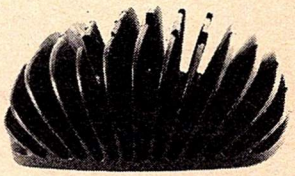

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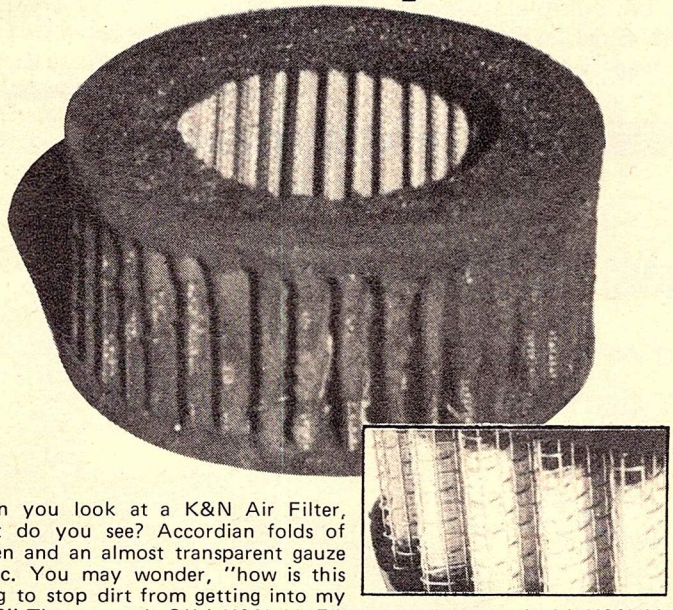

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BULTACO *continued*

since you had to take apart half the bike to get at the carb, but the Mk. VIII has a flexible air boot which makes the job relatively simply. It's still a hassle.

Finally, the air cleaner. Three large, flat-headed screws hold on the glass side panel which covers the air box. (These large, flat-headed screws have been part of the Bultaco personality ever since a young Sr. Bulto scratched his head and said, "There must be a better way, I theenk." All Spanish bikes have them. I wonder if the large, flat-headed screw conglomerate has anything to do with the fiberglass cartel and Pirelli monopoly?) The filter element, a Twin-Air, is held in place by a three-bladed propeller shaped plate and a multitude of springs. Removing it is easy: Just pop off a few springs and yank it out. Replacing it is another story. First you have to round up all the springs (there are six). Only two are left dangling on the propeller. There're a couple at the bottom of the parts washing pail, one fell in your toolbox somewhere and the last one got kicked into the next garage with the cable adjuster. The washed and oiled Twin-Air snugs right into place but the springs don't. One snaps on, two fall off and roll around the floor seeking places to hide. With both side covers off (six large, flat-headed screws), you can attack it with two hands and since you're down to only four springs, the job gets easier. A practiced Bultaco veteran can perform this drill with his eyes closed. A first-time novice will end up wandering along the waterfront searching for a despondent Gypsy to untie his fingers.

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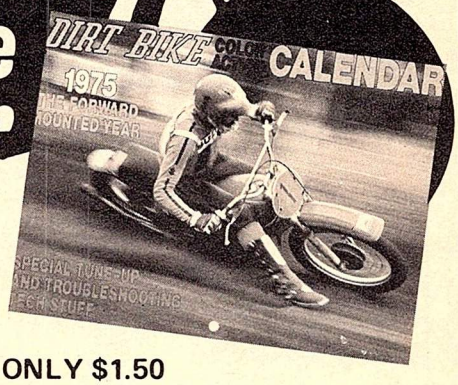

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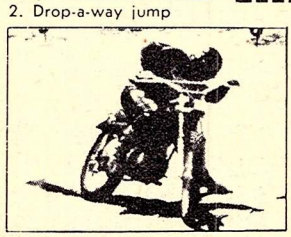
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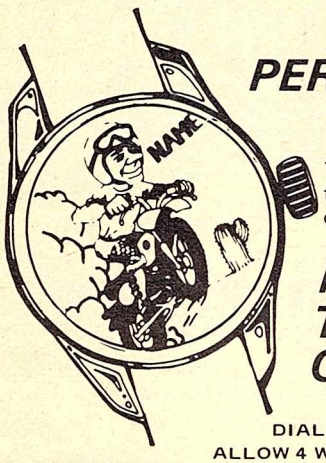

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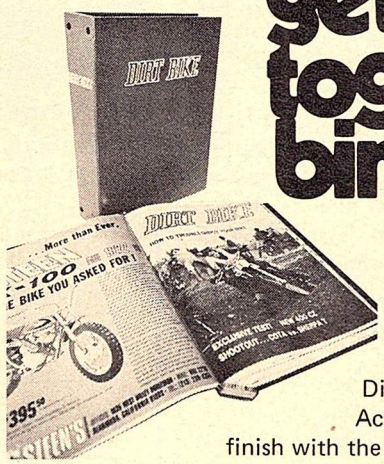

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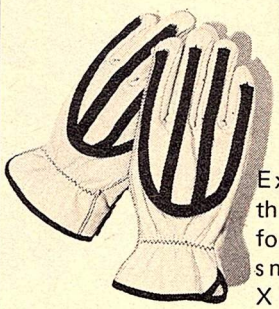

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PUYALLUP/LIVERMORE

Continued from page 60

and felt that it was not very challenging of a rider's skill. He was not alone in his thinking, as most of the Europeans were commenting that there were a lot of riders up front that you don't usually see there. Most of the G.P. riders were more content to hold back on the fast, dusty straightaways and turns, which allowed some of the more WFO types to hold their positions.

Another of the front runners in this year's series, Steve Stackable, has had much the same kind of luck as Aberg. He has not been able to put it all together. At the start of the first moto he pulled up within feet of Eierstedt as the Honda star backed off going into the first turn. He then ran in the top five for about half the race until his big Maico started to slow. Dust was said to be the culprit. His second moto was a repeat of the first. Gaylon Mosier, another Maico pilot who has been duplicating Stackable's string of bad luck, won the first support moto, only to DNF the second. He's getting to be predictable. It's to the point now where he feels that if he wins a second moto anything, he'll surely break the first moto of the following race. Who said racers are superstitious?

At the end of the day's racing most of the teams were happy to have this one over. Only Suzuki came out a clear winner for the day, and their leader, DeCoster, wasn't all that happy. In Roger's case winning doesn't always make things right.

As we were leaving, Team U-Haul (Husqvarna) was wondering what to do about their rent-a-big-truck. Prior to the Puyallup race their big Cycleliner was centerpunched by a logging truck in heavy fog in Roseburg, Oregon. One of the mechanics went through the windshield but wasn't hurt. The Cycleliner was! The only thing to do was to rent a truck big enough to carry their gear and leave the Husky truck. On the way back from the Puyallup race they decided they liked the truck and drove it to Livermore instead of returning it. Now, no one wanted to take it back, as home was in the other direction . . . ahhhh the perils of the Trans-AMA. *

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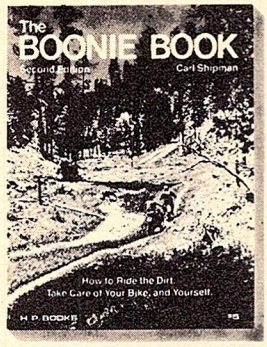

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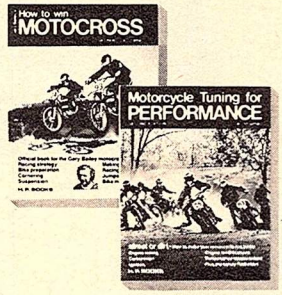

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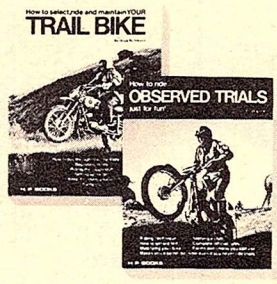

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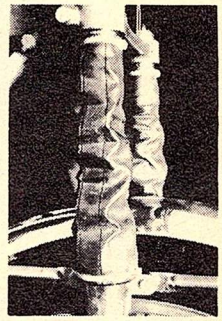

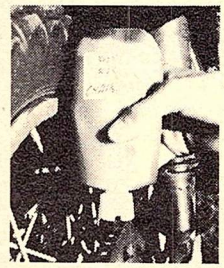

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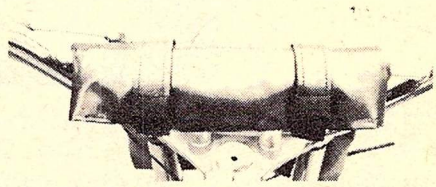

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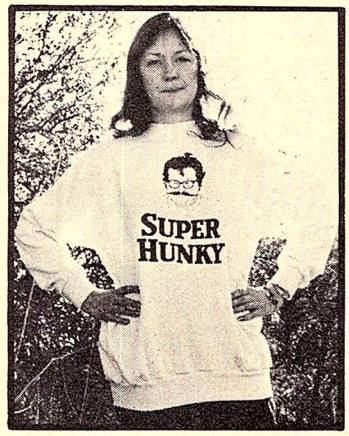

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GROSSI *Continued from page 53*

ended up in the lake. I was so mad the next time he came around I gave him the finger, but later, when I cooled off, I realized he didn't know he did it, so I apologized."

The funny thing about it was that before the race there was a joke going around that Billy would probably be the first to go in the lake. He was.

After the Trans-AMA Billy had, if nothing else, a future. There was no denying the kid was fast. Even the Europeans, calloused by seeing a dozen Billy Grossis come and go, shook their heads in disbelief when they saw him ride. All he needed was a smoothing process, something that would contain his style. It came the following year in the form of an RC-250, the bike American Honda contracted Billy to ride for 1974.

The change was dramatic. Bill grew a couple of inches over the winter and whipped his body into a fine tune. "I really stayed straight for a while and I was training with everybody at the Honda place. And riding — I was riding about twice a week. I'd like go to the Dunes and ride up and down those sandy hoops for about 45 minutes. I gained so much confidence, I just *knew* I could win."

And he did. The season opener at Hangtown, California, was a one-man show for Gross. He won the first moto wire to wire and came from tenth in the second to edge Tripes for the victory. Was it easy? "Oh *yeah*. It was really easy. I was just ridin' along, pretty fast, you know? But I wasn't out of control. It was fun."

It was fun to watch, too. Billy rode like he never rode before. To be sure, he held it wide open just like he always did, but without the mistakes and near misses of the year before. Standing rock-solid through the hoops, he'd lay it into a turn, whip it up again and give the berm a full sweep, gas on all the way, as smooth as a balloon. It looked like Billy's berserking days were over.

"Yeah, I wasn't crashing much for a while. Maybe I was just getting lucky. But I was slowing down a little, too. Trying to smooth out, not berserk it so

Continued on page 71

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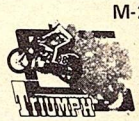
M-270 

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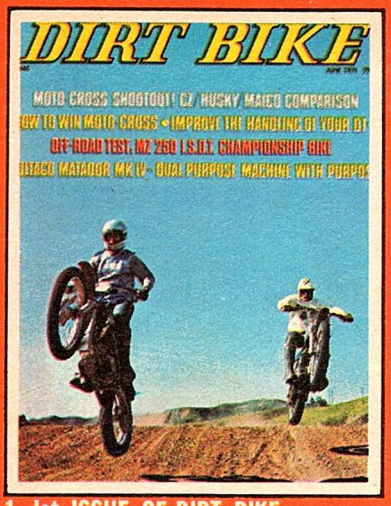

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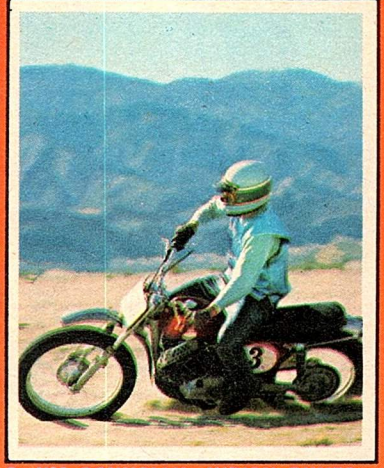
2. ACTION AT THE INTER-AM



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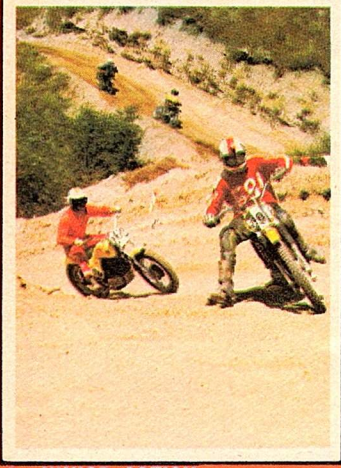

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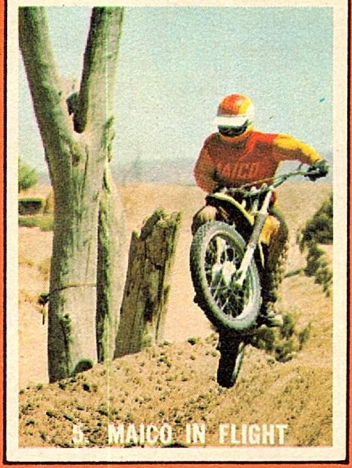

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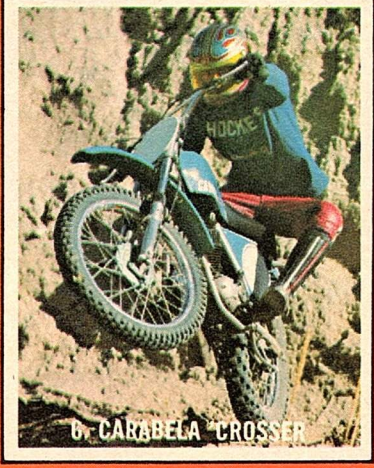

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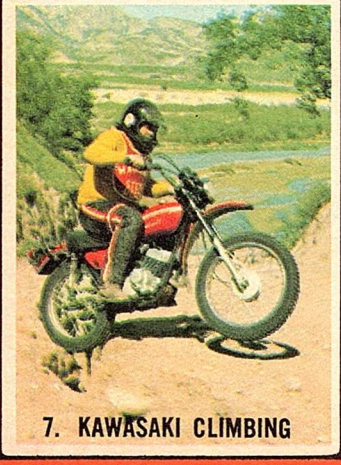

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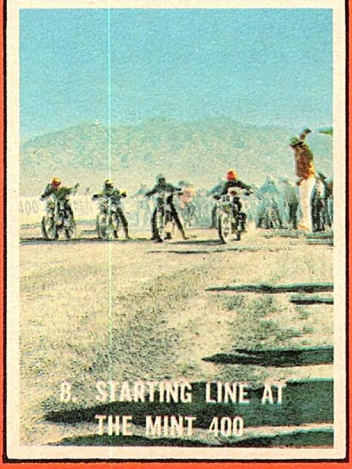

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GROSSI *continued from page 68*

much. But you know? You've got to find out how fast you can go. You've got to hold it wide open or else you won't know. I found out I could win."

Then came the Coliseum, the Superbowl. The night before Billy was so nervous he kept getting tangled up trying to stick his numbers on his new helmet. "I just know I'm going to win. I know I can beat those guys."

And he could've, too. His lap times were right up there with Falta's and DeCoster's and he got a good start off the line, but on the second lap, as the leaders rocketed up the ramp that sent them hurtling through the L.A. Coliseum's monstrous concrete peristyle, disaster jabbed. "I was passing Buck Murphy. He was the only guy between me and DeCoster and I wanted to pass DeCoster, too. A lot of people said afterward that I should've waited because it was only the second lap. I guess I should've, but at the time I wanted to do it right there. Anyway, we were going up this ramp and I was passing Murphy on the right and, ya see, the track narrows from six or eight feet to about five feet at the top. So when I came over the top there was this wall right in front of me — and I hit it. It was my fault. I fell in front of Murphy and he landed on my leg. All I remember is getting up and seeing a pile of bikes six feet high."

That single miscalculation probably cost Billy the National Championship. Two weeks later at the U.S. Grand Prix, Billy lounged around a motel pool, his leg in a cast to the hip, getting dipped in the pool by his friends and musing about his future. "I guess I'm just gonna kick back for a while. Then when my cast comes off in a couple of months I'll get straight and start training. I'm gonna wait till I'm in really good shape before I get back into racing. Like I wasn't even in shape when I was racing before. I'm just gonna try to get in shape so that, like if I *do* crash, I won't get hurt. Like Gary Jones — he never gets hurt."

Another dip in the pool and Billy philosophized about styles: "I like to watch Tripes. He just goes so fast, has style. He's always

continued

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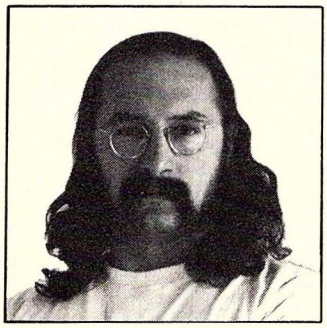

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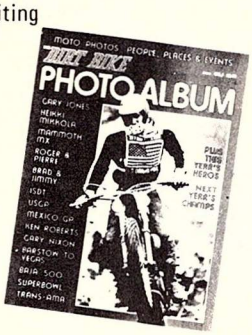

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GROSSI *continued*

halfway standing up. I sit as much as I can." And age: "I'm 18. Adolf Weil is 36, twice as old. That means when *he* was 18, I was zero. That's pretty far out." And racing: "I want to be on the top, but I'm in no hurry. It's all experience, that's all it is. I'd like to be National Number One next year." And Europe: "Oh yeah, Europe is where it's at. You're not doing anything if you're just riding in this country. Look at Brad and Pomeroy. They're the best Americans ever and they got it all from racing and training in Europe. My all-time goal is to race in Europe and be the World Champion."

Has his experience cooled him any, given him second thoughts about gassing it so hard? "Naw, I never worry about getting hurt. I never did. I scare myself sometimes but only because I might crash and not be able to finish the race." And for the 1975 season, Billy's got a plan, simple but effective. With an impish grin and a characteristic snap of the right wrist he predicts: "I'll just hold it wh-eyed open." *

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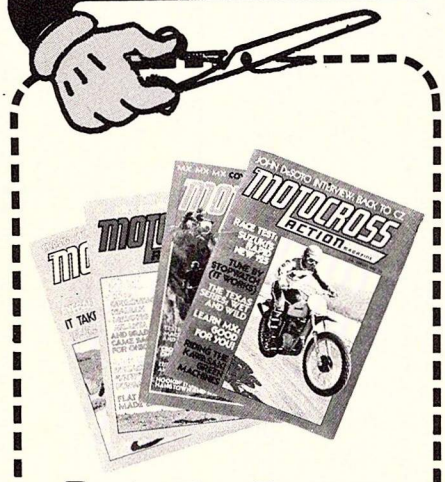

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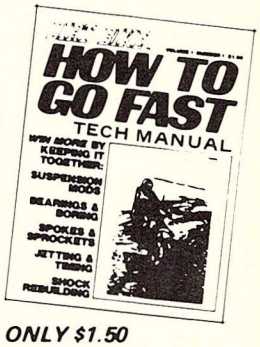

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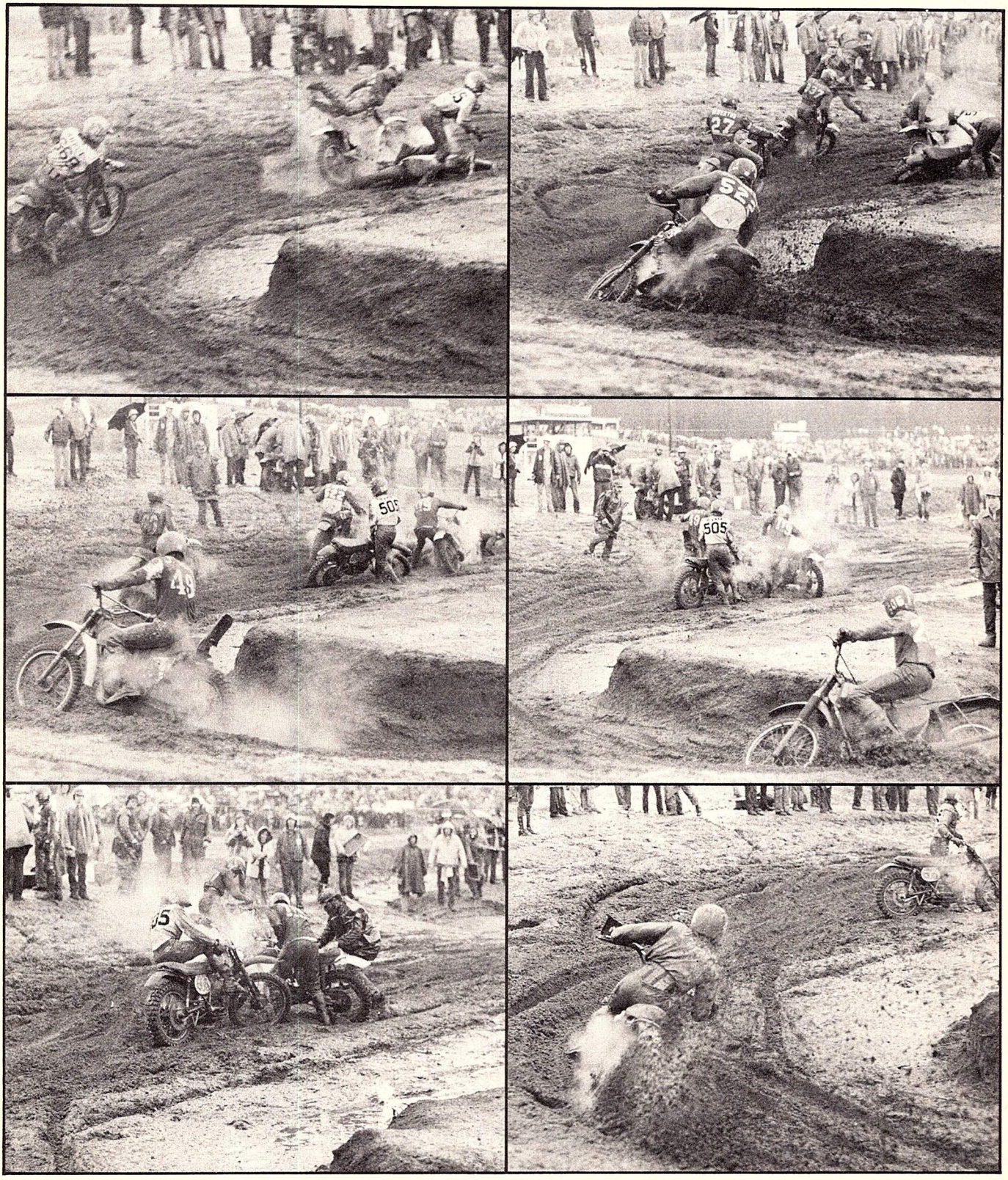

In the Puyallup T-A Newman (505) unloaded in this blind corner. He stood there awhile surveying the situation, not bothering to push his bike out of the way. Ron Pomeroy was the first to hit him, shown doing the Flying W over the bars. After the wreckage cleared, he stood there some more, waiting for the leaders to come around again. Nice guy!

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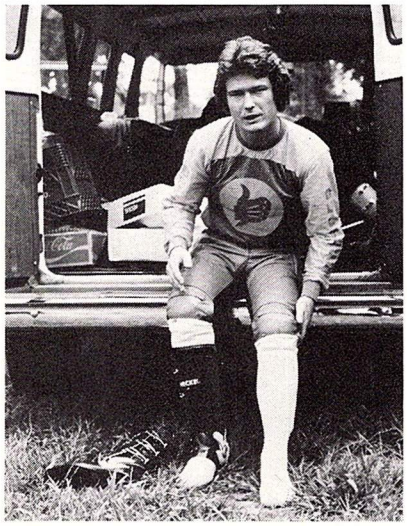

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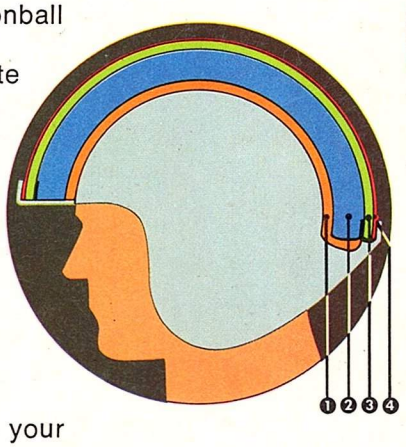

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